

The Hongkong Telegraph.

WEATHER FORECAST
FAIR.
Barometer 30.24

(ESTABLISHED 1881.)

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December 8th, 1912, Temperature a.m. 62, p.m. 69; Humidity...73, 58.

December 8th, 1911, Temperature a.m. 70, p.m. 72; Humidity...68, 70.

No. 8964

星期一十一月十子壬

MONDAY, DECEMBER 9, 1912.

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TELEGRAMS.

THE WAR.

SITUATION UNCHANGED.

Reuter's
[Service to the "Telegraph."]
London, December 7.
Reuter's correspondent at Vienna telegraphs that it is semi-officially declared that the international situation is unchanged, as, despite the repeated allegations of Russia, the attitude of Serbia is still intransigent owing to the predominance of the military party.

THE PEACE NEGOTIATIONS.

It has been arranged that the peace negotiations will be conducted at St. James' Palace.
Reuter's Sofia correspondent wires that M. Danef has returned from Chataldja, and is optimistic as to the outcome of the peace negotiations. The Turkish delegates at Chataldja are most conciliatory.

A GREEK RUSE.

Greek diplomatic circles in London announce that no misunderstanding exists among the Allies, and that the arrangements for the armistice were settled in the general interests of the Allies. This lends colour to the suggestion that the abstention of Greece from signing the armistice was a diplomatic ruse to make the Turks concede more advantageous terms to Bulgaria, while enabling the blockade of the Aegean Sea to be maintained.

SIEGE OF ADRIANOPLE.

A message from Constantinople says that the fall of Adrianople in a telegram despatched on the 4th instant stated that all the forces of the enemy on the night of the 3rd assaulted the city on four sides, but were repulsed after a terrible battle lasting for six hours.
It is reported that Adrianople has only provisions for fifteen days.

TURKS VIOLATE ARMISTICE.

A message from Cetinje states that, notwithstanding the armistice, the Turks at Tarabosh attacked the Montenegrins, who, however, did not return the fire.

GREEK OCCUPATIONS.

Reuter's correspondent at Athens wires that the Greeks from Epirus have occupied Santi Quaranta, Delvino, and Argyro-castro.

THE GREEK SQUADRON.

The authorities at the Dardanelles report that a Greek squadron of six units was sighted off the Straits on Saturday afternoon.

IT IS REPORTED THAT THE SERVANS HAVE MOUNTED SEVERAL BATTERIES ON THE DANUBE OPPOSITE ORSOVA.

A RUSSIAN COMPLIMENT.

A message from St. Petersburg states that the Grand Duke Nikolai Mikhailovich has left for Bucharest to present King Charles with the baton of a Field Marshal of the Russian Army.

AUSTRO-ITALIAN WARNING.

Reuter's correspondent at Rome wires that the Foreign Minister has announced that Italy and Austria have informed Greece that they will never consent to the Bay of Valona or the Island of Saseno belonging to Greece. There are grounds for hoping that the question will be satisfactorily settled.

THE TRIPLE ALLIANCE.

RENEWAL OF COMPACT.

London, December 8.
Reuter's correspondent at Vienna says the Triple Alliance has been renewed without modification.

TELEGRAMS.

THE CANADIAN OFFER.

ATTITUDE OF LIBERALS.

Reuter's
[Service to the "Telegraph."]
London, December 7.

Reuter's correspondent at Ottawa telegraphs that the Liberal caucus has appointed a committee representing both Houses of Parliament to formulate an amendment to Mr. Borden's Naval Bill. The caucus are unanimously of the opinion that the Admiralty memorandum clearly established that there was no emergency justifying a departure from Sir Wilfrid Laurier's policy. The Committee advocate a continuation of that policy, and are also unanimous in declaring that the Liberals are willing to vote at least the sum suggested in the Admiralty memorandum for an emergency contribution, but they believe that the vote should be made towards a Canadian naval service in co-operation with the Imperial fleet.

A further wire from Ottawa states that Mr. Rowell, the Liberal leader in the Ontario Legislature, in a non-political speech at Galt, expressed his personal regret that Canada was not maintaining, as well as giving, the three Dreadnoughts. He would like to have seen the Naval Agreement of 1911 carried out and Canada flying the White Ensign in her own waters and protecting the trade routes and honour and integrity of the Empire as the Commonwealth was doing in Australian waters.

AFRICAN OPINION.

General Botha, speaking at Grahamstown, said there was no need for nervousness regarding the naval question. Opinion in South Africa was divided as to whether to continue the contribution, give Dreadnoughts, or have her own navy. It was a difficult and delicate question, and he was anxious to take the right course.

THE NEW ZEALAND VIEW.

Reuter's correspondent at Wellington telegraphs that Mr. Massey, the Prime Minister, in a speech congratulating Canada, said that New Zealand's contribution ensured the presence of certain warships, but these were not fighting ships when compared with battleships. When the Minister for Defence returned from London, the Government would declare its naval policy. If more money was necessary he was confident that New Zealanders would respond worthily to the call.

"THE WORLD'S CLEARING HOUSE."

Reuter's correspondent at Montreal wires that Baron Rothschild has telegraphed his congratulations on the gift of Dreadnoughts, declaring that London would be the clearing house of the world while the British flag was supreme and universal peace assured.

ANOTHER RAILWAY STRIKE.

THREE THOUSAND MEN OUT.

London, December 8.
Three thousand railwaymen in the service of the North-Eastern Railway are out on strike, owing to the Company's refusal to reinstate to his former position an engine-driver convicted in a police court of drunkenness. The train service has been curtailed by more than half the usual number of trains.
In consequence, a stoppage is threatened at the collieries, and a number of football matches have been cancelled.

TELEGRAMS.

BRITISH NORTH BORNEO.

THE GOVERNOR'S DEATH.

Reuter's
[Service to the "Telegraph."]
London, December 7.
The Governor of North Borneo, Mr. Scott Mason, has been killed by a fall from his horse.

Later.
The North Borneo Company express deep regret at the death of the Governor. Mr. Aymer Pearson returns immediately to assume the governorship, and the chairman, Sir West Ridgway, proceeds to the territory early in January.

[The death of Mr. Scott Mason was reported in a special telegram to the "Telegraph" on Friday.]

JAPANESE POLITICS.

A "TIMES" COMMENT.

London, December 8.
The "Times" discussing the political situation in Japan, says the issue of the struggle is uncertain, but things must have moved in Japan for it to have happened at all. Ten years ago it would have been inconceivable that any Cabinet could offer bold resistance to military dictation.

THE CHINESE REPUBLIC.

THE WUHU RIOTS.

[From Chinese Sources.]
Wuhu, December 8.
Last night, the disbanded troops at Wuhu broke into riot and looted several houses and shops. The cause of the trouble was that the rioters had not been paid off. "Shat Po."

ELECTIONS BEGIN.

Shanghai, December 8.
The election of the members for the Chinese Senate began yesterday. Ten matchless had been erected in the different parts of the City for the electors to vote. The public took great interest in the election and no trouble of any kind occurred.

MILITARY SECRECY.

The gendarmes at Peking have written to the native press to observe the strictest secrecy and not to publish the movements of the Chinese troops.

MONGOLIANS RETIRE.

The Tatar General of Kwang-lun has telegraphed to the Central Government that the Mongolian ruffians have fled back to the frontier of Hai-lu district. "Shat Po."

RELEASED FROM GAOL.

Shanghai, November 8.
Man Fook-wa was released from prison after several years' imprisonment on the 7th inst. It will be remembered that this man was the would-be assassin of Wong Chi-chun, Governor of Kwangsi, and he committed the crime while the latter was at Shanghai.

THE MONGOLIAN QUESTION.

It is reported that Russian troops have advanced into Fulin in contravention of Treaty. President Yuan has, for this reason, expressed his intention to hold a conference at Peking and to ask all the Mongolian Clans to be represented.

A BANK "RUN."

The Chinese merchants in Tientsin are continuing to make a "run" on the Russian Bank. The Russian Minister at Peking has written to the Ministry of Internal Affairs to suppress this trouble. On the 6th inst., the Ministry of Internal Affairs consulted the Chamber of Commerce on the matter. "Sai Kai Kung Yik Po."

TELEGRAMS.

OBITUARY.

SIR GEORGE DARWIN.

Reuter's
[Service to the "Telegraph."]
London, December 8.
The death is announced of Sir George Darwin, K.C.B., at the age of 86 years.

[The deceased, who was the second son of Charles Darwin, author of the "Origin of Species," was President of the British Association in 1905 and of the Royal Astronomical Society in 1899. He was called to the Bar in 1874, but later returned to Cambridge University and devoted himself to mathematical science, becoming Plumian Professor of Astronomy and Experimental Philosophy. He had opened the bridge over the Victoria Falls in 1905.]

LOCAL SPORT.

(Continued from page 5).

R. E. Thirfield, b Hastings	2
A. H. Gillingham, b Pearson	10
H. Hancock, c Oliver	18
Hastings	18
E. A. Fowler, b Hastings	0
R. Hancock, c Swedley	21
b Hunton	21
W. M. Mans, lbw, b Pearson	5
A. A. Claxton, not out	21
D. E. Donnelly, b Hunton	5
Extras	7
Total	151

Kowloon defeat Police.

	Boxing.			
	O.	M.	R.	W.
Hastings	14	2	45	4
Hunton	11.4	0	62	4
Wace	3	0	10	0
Pearson	3	0	27	2

Bowling.

O.	M.	R.	W.
Kerr	8	1	27
McLennan	5	0	23
King	6	1	26
Burlingham	4	1	3

Hongkong Police.

Pitt, c and b Weaser	6
McLennan, b Dixon	2
Booker, b Dixon	5
Burlingham, b Dixon	0
Grimmett, c Weaser, b Dixon	0
Wodehouse, b Weaser	7
King, c Dixon, b Weaser	11
Cooper, b Dixon	5
Foster, not out	7
Kerr, c Wilkie, b Dixon	0
Cockle, b Evans	3
Total	55

Bowling.

O.	M.	R.	W.
Weaser	12	7	11
Dixon	11	0	41
Evans	2	0	0

Kowloon "B" v. Civil Service.

Kowloon "B" were at home on Saturday to the Civil Service O.C., a poor game resulting in a draw, in which all the honours were with the home team. L. J. Blackburn, 44, was top scorer, while Capt. Roberts, 36, and L. M. Whyte, 32 also, did well. For the Civil Service A. Foster scored 23 runs, no one else on the side reaching double figures. The scores were:—

TELEGRAMS.

BRITAIN'S SAFETY.

A REASSURING STATEMENT.

Reuter's
[Service to the "Telegraph."]
London, December 7.
Colonel J. E. B. Seely (Minister for War), speaking at Henon, said: "We are now neither weak nor powerless. We are safer at sea than we have been for a long time. The Army is more efficient and more ready than it has ever been. I am assured to that effect by responsible advisers of the War Office, who are most qualified to judge. Our entire interests lie in maintaining peace. We seek no new territory."

Kowloon

N. L. Railton, c Lindell, b Edmonds	20
L. M. Whyte retired	32
L. J. Blackburn, retired	44
Capt Roberts, b Phillips	36
H. E. Goldmitt, not out	14
G. Wolf, did not bat	1
E. J. Mackenzie, not out	1
N. Croucher	1
H. Scott	1
H. Overy	1
E. J. Edwards	1
Extras	12
Total	159

Bowling.

O.	M.	R.	W.
Edmonds	11	1	47
Bradbury	5	0	34
Foster	6	0	17
Sara	2	0	11
Lindell	2	0	10
Lee Jones	3	0	30
Phillips	2	0	10

Civil Service C.C.

J. H. Higginbotham, c Railton	3
R. Scott	6
R. Phillips, c Wolf, b Goldsmith	6
R. E. Lindell, b Scott	1
J. W. Lee Jones, run not	0
A. Foster, c Scott, b MacKenzie	23
C. Sara, c Railton, b Wolf	6
J. G. Douglas, not out	0
N. H. Edmond, not out	1
A. Bradbury	1
J. Spittles	1
Extras	1
Total	44

Bowling.

O.	M.	R.	W.
Goldsmith	6	1	11
Scott	5	3	5
Overy	2	0	9
Robertson	2	0	9
MacKenzie	2	0	5
Wolf	2	1	2
Blackburn	1	0	2

RUGBY FOOTBALL.

On Saturday afternoon a friendly match was played between the Rugby section of the Hongkong Football Club and the Navy, and resulted in a win for the latter by a goal to a try. The game proved an interesting one throughout, and as the result shows, produced a very keen struggle. In the first half the Club had decidedly the better of matters and a fine run by the 3/4 line ended in Chapman scoring between the posts, but the try not being converted, the Club had only the lead of three points at half time. Shortly before this Wallman, a Navy half, was injured and had to retire, but was replaced by Mees while the Club lost a forward. The second half produced even a keener struggle but was altogether in favour of the Navy who were pressing practically the whole time, although it was not until quite near the end that they managed to score, and they being converted, they maintained the lead of 2 points until the finish.

The Club will play the Army instead of the H.M.S. Kent on Wednesday next at 4.45, when another close game should result.

Trespassers.

Three men found trespassing on the railway at Yau-mai were each fined \$5 at the Police Court this morning.

TELEGRAMS.

TRADE RETURNS.

ALL-ROUND INCREASES.

Reuter's
[Service to the "Telegraph."]
London, December 8.

The trade returns for last month show increases in imports amounting to £5,601,059 and in exports amounting to £2,371,996. The increase in imports is principally due to an increase of £2,988,697 in raw cotton. In exports the increases are principally in coal (£18,879) and steel manufactures (£529,125).

N.D.L. Ship-Building Programme.

Information has reached Perth to the effect that the North-German Lloyd Company have ordered from the Bremer Vulkan Company, of Weserack, four 11,000 ton steamers for the Australian service. The great Bremen corporation have also under construction at the present time, among other vessels, seven Australian mail steamers and two Australian cargo steamers. It is a long time since more interesting and important information has been made public. It indicates, among other things the value of the Common wealth from a shipping standpoint and the determination of the Norddeutscher Lloyd directorate to regain that position with the section of the Australian travelling public patronising the mail route to Europe, via Suez, which it once enjoyed. The advent of the P. and O. "M" class of steamers, and the splendid new fleet of the Orient Company have affected the position of the German boats as serious competitors for passenger patronage, while the vessels of the French mail line have for a long time ceased to be seriously regarded at all by the British lines as rivals in the commercial sense. The class of ship with which the North German Lloyd Company have been content to carry on their Australian mail and passenger service is almost as out of date as the French vessels—that is, when comparison is instituted with the British vessels. They are of one class, of which the "Scharnhorst" or "Seydlitz" may be taken as examples. They have large cargo carrying capacity, but comparatively limited passenger accommodation and a sufficient speed to enable them to keep the liberal time allowance specified in the mail contract with the Imperial German Post-master-General in Berlin. It has to be remembered, however, that the present contract terminates in about 12 months' time, and it is regarded as possible—indeed highly probable—that the German authorities have conveyed a hint to the Bremen directorate that if the contract is renewed it will have to be on the basis of vessels at least approaching in speed and passenger equipment those owned by the two British mail Companies.

The Late Mr. Sheridan Read.

The Hon. Sheridan Pitt Read, recently American Consul at Tientsin, died in London on November 1 at the age of 51. Mr. Read rendered distinguished services in China as Consul. He had been chosen by President Cleveland to lead the Szechuan Investigation Commission in 1894-5, and made a trip through the heart of China of over five months' duration, attended by a military guard from the Chinese Emperor, and settled the claims in a manner which won the praise of the Government. He also won high praise for his services during the China-Japan War when, as a member of the Consular Body, he had just completed his reminiscences of "A Consul in China."

Some excellent boxing was witnessed at the City Hall on Saturday night and is described to-day.

The Feast of the Immaculate Conception was observed in all the Catholic churches of the Colony yesterday.

The judgment on the points of law raised in the trial of Ibrahim, for the murder of Ali Shafa at Canton, was delivered to-day.

We learn with regret of the death of Captain Palmer, Assistant Harbour Master at Shanghai. The deceased was very well known in Hongkong.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

It is reported that Adrianople has provisions for only 15 days.

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The Greeks have occupied Santi Quaranta, Delvino, and Argyro-castro.

Vienna reports the renewal, without modification, of the Triple Alliance.

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A Greek squadron of six units was sighted off the Dardanelles straits on Saturday afternoon.

Mr. Aymer Pearson returns immediately to assume the Governorship of North Borneo.

It has been arranged that the Balkan peace negotiations will be held in St. James' Palace, London.

An attack on Adrianople on the 3rd inst. was repulsed by the Turks after a terrible battle lasting six hours.

Notwithstanding the armistice, the Turks attacked the Montenegrins at Tarabosh on the 6th, but the latter did not return the fire.

The "Times" says the issue of the Japanese political struggle is uncertain, but things must have moved for it to have happened at all.

Canadian Liberals believe the naval vote should be towards a Canadian naval service working in co-operation with the Imperial fleet.

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The New Zealand Premier says if more money is necessary for naval defence he is confident New Zealanders will respond worthily to the call.

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General Botha says opinion in South Africa is divided as to whether to continue the contribution, give Dreadnoughts, or have their own navy.

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LOCAL.

Mr. Kouzminsky, the Russian aviator, gave an excellent exhibition at Measoo yesterday.

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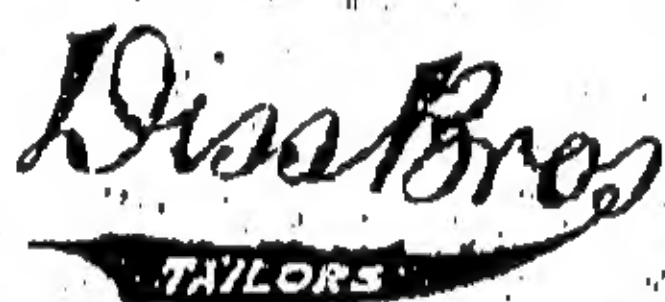
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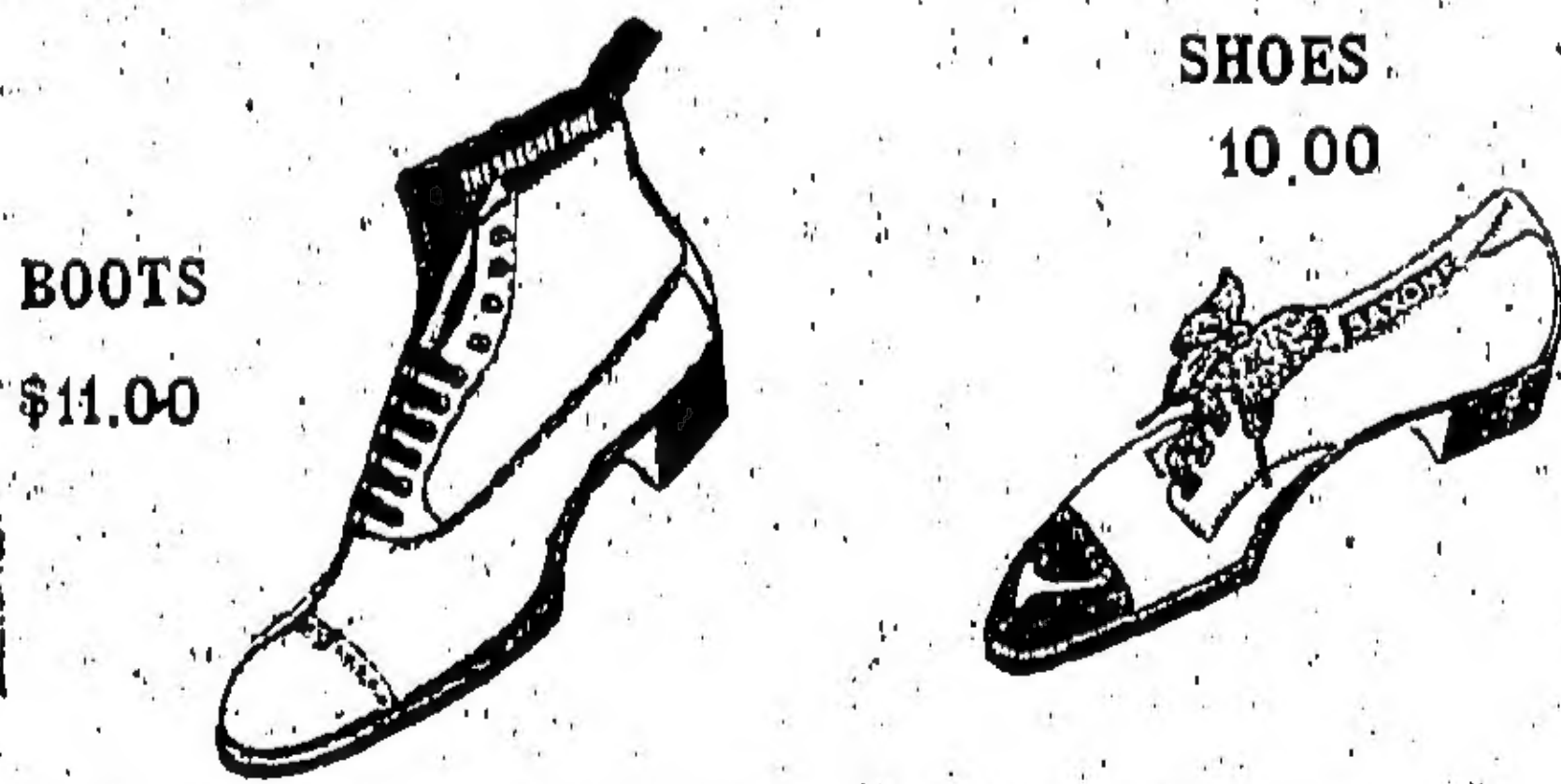
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NEW STOCK OF
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Hongkong, 23rd September, 1911. 42

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Hongkong, 20th April, 1911.

J. P. TARTAGART,
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STEAMERS. Monthly Rates for Tiffin and Dinner. SPECIAL DINNERS
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QUEEN'S ROAD, HONGKONG.

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Cuisine under the supervision of an Experienced FRENCH CHEF, and
separate Tables, Hot and Cold Baths, Electric Light throughout. Terms
moderate. First Class accommodation for Families and Tourists.
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A FIRST CLASS HOTEL.

Under European Management.

Electric Light and Lifts.
Latest Improvements.
Reasonable Rates.

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H. HAYNES,
Manager.

Hongkong, 1st Aug., 1912. 165

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TAIPEH, FORMOSA.

Under the Direct Management of the
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EXCELLENT CUISINE AND
GOOD SERVICE. RATES
6 YEN AND UP.

Uniformed hotel porter meets all
trains and steamers. Luggage are
ranged for without any trouble to
guests.

Hongkong, 1st Feb., 1912. 182

J. T. SHAW,

FOR THE NEW SEASON.

Begs to notify the Public he has just received a very fine con-
signment of Gents Fine Foot Wear from the Leading English and
American Makers.

HIGH STANDARD OF QUALITY.

The footwear is remarkable for its sensible shapes, accurate fit,
high-grade materials and long wear. It is designed by experts
with such a nicety and on such correct principles that the boots
retain their shape to the last day of wear.

MATERIALS.

The leathers used are carefully selected from the best markets of
the world, and are durable and of light, firm texture specially suit-
able for the East.

HONGKONG HOTEL BUILDINGS, QUEEN'S ROAD.

G. FALCONER & CO., LTD.

WATCHMAKER & JEWELLERS,
have received a large section of fine ENGLISH DIA-
MOND JEWELLERY, RINGS, BROOCHES and
PENDANTS, set in PLATINUM and GOLD.
EXPANSO WATCH BRACELETS.
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that we can now manufacture on our premises
the new Kryptok invisible bifocal Lens.

The old style of cement bifocals with their
disfiguring and annoying dividing line has
been supplanted by a new lens with two foci,
the upper portion of the glass for distance and
the lower for reading, ground from one single
piece of glass.

You who wear two pairs of glasses may
now use one pair instead. No one can tell
that you wear bifocals. No cement to blister;
no thin segments to lose off.

Call and inspect this line. We grind
Kryptoks in regular or toric form.

WE LEAD, OTHERS FOLLOW.



MANILA

OFFICES

75, ESCOLTA

OUR CONTEMPORARIES.

South China Morning Post.

Aye Ready!

The Prime Minister, in July,
1910, said, "The Government
would be false to their sacred
trust if they did not maintain an
ample navy with a margin of
security, for that is the only as-
surance for a nation like Great
Britain." And so it is as it should
have been in the days of Raleigh
and as it was made in the days of
Nelson. But a pace has been set
by our rivals. The premium is a
heavy one and becomes bigger, as
year succeeds year. Covetous
hands must be kept off our heri-
tage and for this reason it is little
marvelled that the colonies, which
owe so much to the British Navy
and the Motherland, are proud to
lend a helping hand. We are as-
sured that nothing threatens at
the moment, that there is no
emergency nor immediate danger,
but who can tell how long the
dogs of war may be kept in
leash? The watchword is "Be
prepared."

Daily Press.

Chinese Official Notifications.

A certain mild sensation has
recently been caused by the
publication in the "Official
Gazette" at Peking of the
English text of some marine regu-
lations of the United States.
Why these particular regulations
should have been selected for the
honour does not appear; it might
be suggested that it would have
been much more useful to publish,
says, the text of last year's Opium
Agreement, but that is by the
way. Amid the surprise that
"this epoch-making innovation"
has caused—in all the hundreds
of years of its existence no English
document had ever been reproduc-
ed in the "Peking Gazette," of
which the present "Official
Gazette" is the modern representa-
tive—the absurdity of the idea
seems to have escaped notice.
Whatever reason is there for a
Chinese State journal to print its
intelligence in English?—unless,
perhaps, it is intended that in
course of time English shall be
the official language of China. It
may be remarked in passing that
occasional attempt at English
were not wanting in the "Peking
Gazette" of the good old
days. When foreign relations
became a matter calling
for serious attention and Treaties
were the order of the day, it was
found difficult to reproduce in
idiographs the uncivilized titles
of the barbarians: "King" and
"Emperor" were more or less
feasible, but the translation of an
unintelligible word like "Pre-
sident" beat the pundits of the
Hanlin, so it was boldly trans-
literated "Po-li-si-ien-te." And
there was once printed in the
"Peking Gazette" a memorial by
a high official on the action of
the British representatives, wherein
he stated that they had entered a
"po-la-tsu te," which was his
way of saying "protest."

China Mail.

Britain's Imperial Navy.
No nation need be alarmed at
the marvellous development of
the British Empire's Navy. It is
not intended and will never be
used, but in a good cause, Britons
know only too well what the cost
of expansion means; and the
ideas propounded by the greatest
thinkers of the day as to what a
modern war between two or more
wealthy nations will mean are
not likely to be lost sight of.
War to-day between such nations
as referred to would be nothing
more nor less than an uproot-
ing of the fruits of hundreds
of years of patient industry
—and would inevitably prove
as costly to the victors as to the
vanquished. True happiness for
nations as for individuals can
alone be found along the primrose
paths of peace.

Add it will be for peace that the
primary purpose of the rapidly
growing British Imperial Navy
will be dedicated. Peace for the
further economic development of
the great Empire for which
primarily it was brought into exis-
tence; if need be, to assist in the
maintenance of the peace of the
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The Hongkong Telegraph.

HONGKONG, MONDAY, DECEMBER 9, 1912.

THE CANADIAN OFFER.

If ever any serious doubt existed as to the loyalty of Canada to the Imperial Crown—and we count ourselves among those who have never for one moment believed there has—its most assuredly been dissipated by the thrilling announcement of the proposals of the Dominion Government in contributing to the general defence of the Empire. The recommendation is that a sum of £7,000,000 sterling be voted for the construction of three Dreadnoughts, to be built in Britain, placed at the disposal of the Admiralty and used in the common defence of the Empire. It is truly a magnificent idea, and one which no truly patriotic Britisher can contemplate without being susceptible to deep emotions; emotions, perhaps, which defy translation into speech, but which inevitably raise the thought that all is well with the great British Empire.

Probably no other feature appealed with more force to the millions of British people scattered in every part of the world, when they read of the proposals, than the altogether unconditional nature of the intended gift. There are no petty, parochial restrictions imposed—the money is cheerfully to be given, the warships are not even to be built in Canada, the Admiralty may draft the vessels to whatever part of the world it chooses; they are, in fact, to be given for "the common defence of the Empire." There is the real patriotic note about an offer like that; it rings true. It represents a belief that the Empire as a whole—not Canada, Australia or the Mother Country—needs aid, and arising out of the belief is a great willingness to lend a helping hand. It is well to remember here that it was Canada's original intention to strike out on lines of her own, for at the Imperial Conference held three years ago it was announced that both Canada and Australia were determined to lay down separate and distinct Navies. Moreover, this intention was confirmed as late as last year, when a most detailed arrangement made between the British Admiralty and the Canadian and Australian representatives to the last Imperial Conference was published, setting forth the manner of co-operation to be observed between the naval services of the Dominions and of the British Navy proper. The point now is to whether the latest proposals made by the Canadian Government indicate an abandonment of the earlier plans. We imagine they do; and, frankly, we are not sorry to see the change. "One flag, One Navy" must be the motto of the future. For unity is strength.

As an Empire we have had grave problems to face in the past, and it is certain that the future also is pregnant with equally big and equally momentous questions. There may be bitter foes to face and bloody battles to be fought. But as long as the heart of the Empire is right, all will be well. The year just drawing to a close has one of great anxiety to Britain and the British Empire; but it has also been one of wonderful encouragement and hope. The outlying parts of the mighty Commonwealth have given great, practical demonstrations of their allegiance to the Crown. From all sides there have come the noblest offers of help for the Empire as a whole. These offers mean that the Imperial spirit is still a vital, throbbing force. And as long as this is so, the forecasts of gloomy pessimists may be considered of no account.

DAY BY DAY.

If the clock of the tongue be not set by the dial of the heart, it will not go right.

Left for Manila.

Twenty Sisters of Charity left for Manila by the s.s. Zafiro.

Dr. Lim Arrives.

Among the passengers arriving by the s.s. Haitan was Dr. Lim Boon Sheng.

U. S. S. Rainbow.

The U. S. S. Rainbow arrived yesterday from Shanghai.

English Mail.

The English Mail of the 9th November, was delivered in London on the 7th inst.

Movement of Troops.

Lieut. L. Spencer, 2 Indian officers and 82 rank and file, 8th Rajputs, proceeded to Lowu, on 6th instant.

Hawkers Fined.

At the Police Court, this morning, three hawkers were fined \$1 each for crying their wares in the street.

Madame Gauthier.

Among the passengers who left for Manila by the Zafiro was Madame Gauthier, the noted Canadian mezzo-soprano.

Properly Punished.

A rogue and vagabond who was caught exhibiting indecent pictures to small boys in First Street, was sent to gaol for three months by Mr. Hazeland, at the Police Court, this morning.

Chair Coolies Fined.

Four chair coolies from the Peak were charged at the Police Court, this morning, before Mr. C. D. Melbourne with refusing to accept hire from Lt. Fennor, H. M. S. Rosario. They were fined fifty cents each.

Board of Officers.

A board of officers will assemble at the Supply Stores, Wellington Barracks, at 10 a.m. tomorrow for the purpose of examining and reporting upon a consignment of tea received from Ceylon, ex. s.s. "Himalaya."

The Adamastor

We are informed that the Portuguese cruiser Adamastor arrived at Macao this morning. She is a ship of 1,032 tons displacement, with a speed of 18 knots an hour.

Built in 1897, she is one of the four cruisers now owned by the Republic. She is one of the vessels which were most active in the events of October, 1910.

Met a Typhoon.

The s.s. Drufar, which arrived in port to-day from Bangkok and Swatow, reports that in the earlier stages of her trip a slight typhoon, with heavy seas, was encountered, and the vessel put into Wang Ko Bay for 24 hours. Subsequently strong northern gale was experienced until Swatow was reached.

Japanese Cruiser Arrives.

There arrived in port this morning from Makong the Japanese cruiser Tsugaru. She saluted the port, and the compliment was returned. The Tsugaru is one of the cruisers taken from the Russians in the Russo-Japanese War. Her tonnage is 6,630 and her speed 20 knots. She leaves again on the 14th inst.

Organ Recital.

The following is the programme for the organ recital to be given by Mr. Denman Fuller at St. John's Cathedral to-morrow afternoon:—Allegro (Sonata in G major) E. Elgar. Vocal Solo "Ere we have tired of life's short day" (D. Forster), Messrs. Walter, Barcarolle Sterndale-Bennett. Violin Solo "Sarabanda" Festing. Miss Lockhart: Prelude and Fugue in E minor Bach. Duett for Voice and Violin "If sleep and death be truly one" L. Lehmanns, Miss Walter and Miss Lockhart: Finale (Pathetic Symphony) Tschakovsky.

Raymond Teal Company.

The Raymond Teal Co., on Saturday and Sunday, presented "Smith's in Town" and "The Girl and the Jockey," both of them exorcisingly funny farces, staged and played most cleverly. Special mention should be made of the brilliant achievements of Mr. Fritz Field, and the Misses Carkeek, Sutherland and Davies in both plays, of Mr. Teal's side-splitting, delicious fooling, and of the pretty songs, dances and costumes of the chorus girls. To-night the Company give their farewell performance in "Who's Who," and there will be a special chorus-girls' contest which no one should neglect to see.

AVIATION AT MACAO.

Mr. Kouzminsky's Superb Flight Yesterday

Yesterday was a gala day at Macao where the well known Russian aviator, Mr. Kouzminsky, gave an exhibition flight on his Blériot monoplane, which proved a tremendous success.

When a representative of the Hongkong "Telegraph" reached Macao and started for the aviation field, thousands of Chinese filled the road from side to side. The gay colours of the women's clothes, the uniforms of the soldiers and police, and the gold and silver braiding of their officers' uniforms, all in the setting of a beautiful day of warm sunlight, made a most picturesque scene.

When Mr. Kouzminsky's machine was placed in front of the Macao Hotel it was deemed necessary to have almost a regiment of soldiers to keep away the crowds of Chinese that were jammed in a solid mass round it, and the soldiers acted as a "machine guard" while the monoplane was wheeled out to the flying field.

His Excellency, Senor Sanchez de Miranda, the Governor of Macao, had framed very strict rules for the guarding of the route. Five lines of pickets, stationed at various points along the road, had to be passed by the would-be onlookers, and all tickets were examined by each officer in charge. In consequence the crowds were deftly handled, and there was no blocking of traffic.

The night at the Campo was a beautiful one, and the rockbound hills just behind were black with Chinese.

H.E. had also taken the precaution to have the ambulance corps scattered all over the hill-sides, and they looked exceedingly business-like and grim with their stretchers and red-crossed knapsacks.

Mr. Kouzminsky arrived at half past two, and immediately superintended the work of assembling the aeroplane, that was done by his two mechanics.

Much amusement was caused by the rehearsing of the six soldiers who were to hold down the machine until the aviator gave the signal to let go. The soldiers were so keenly interested in the details of machine itself that 12 times were necessary before H.E. (who acted as interpreter for Mr. Kouzminsky) could make them understand what they were supposed to do!

At last the aviator was satisfied. The six held on bravely, he gave the signal, and after running along the ground for 50 yards the Blériot rose smoothly and easily. The "Telegraph" representative was standing with H.E., and H.E.'s enthusiasm was contagious!

"Bravo! Oh Bravo!" he cried waving his hat.

Mr. Kouzminsky rose at first to an altitude of 500 feet and made a complete circle of a mile. The wind was N.N.E., blowing about 10 miles an hour on the level, but the Blériot dipped and swung dangerously. Mr. Kouzminsky climbed higher on his next round, and still higher on his third.

The Chinese astonishment was alone worth going miles to see and the way in which they watched the machine-bird was amusing! As the aviator made a volplane close over the crowds on the hill-sides they scattered like frightened sheep, yelling wildly.

Sixteen minutes and 20 seconds after his rise, Mr. Kouzminsky made a superb landing; superb because the wind had increased, and the space in which he had to alight, was comparatively a small one.

When interviewed by the writer, he said:

"After I got above 500 feet the wind was very puffy and you probably saw how the sudden squalls caused me to be unsteady. I was astonished, because over a level place such as this is one usually finds an even wind; but in this case there was a curious series of up-draughts that prevented my flying any longer. I estimate that I reached 700 metres," Mr. Kouzminsky continued, "but had it not been for the wind conditions I should have gone much higher, and I hope to do so when I fly at Hongkong on the 14th and 15th of this month."

In answer to a question, the Bird Man said:

"Yes, H.E. Sir Henry May has given me permission, and himself suggested Happy Valley as my point of departure and landing, and I am exceedingly grateful for his courtesy and kindness."

H.E. The Governor was the first to congratulate Mr. Kouzminsky on his display.

Mr. Atwater, the famous American aviator, was on the field, and when interviewed by the writer, said:

"Mr. Kouzminsky is a steady and excellent flier. I admire the delicate ease in which he handled his Blériot under very adverse wind conditions."

Mr. Kouzminsky's two flights at Hongkong on the 14th and 15th should be most interesting, taking his feat yesterday as a criterion.

FEAST OF THE IMMACULATE CONCEPTION.

This feast was celebrated yesterday in all the Catholic churches of the Colony. At the Cathedral, Pontifical High Mass was sung by the Bishop at 8 a.m. and, in the afternoon, his Lordship officiated at Vespers and gave Benediction in presence of a very crowded congregation. The cathedral was tastefully decorated with drapery and flowers.

At the Church of the Holy Rosary, Kowloon, the Celebrant at High Mass was the Rev. Fr. Bauchi, assisted by Rev. Frs. Anthony and James. The Rev. Fr. Spada preached the sermon and pointed out that those who admitted the supernatural powers of God and accepted the miracles He had worked, could not think otherwise than that he would select a virgin for the Mother of His Son, and so have him brought into the world free from the stain of original sin. It was not to be wondered at, and the Mother of the God-Man who died for us on the Cross of Calvary was entitled to all the respect that the Catholic Church paid to her. Her being the person chosen by the Almighty for the Mother of His Son was sufficient reason for Christians to honour her.

OBITUARY.

Captain Palmer.

His old friends in Hongkong will learn with deep regret of the death of Captain Palmer, Tide Surveyor at Shanghai.

The deceased gentleman was one of the old China hands and had been known along the coast for some five and thirty years. In 1878 he commanded one of the old Hopo Canton cruisers, the Peng Chow Hai. When European officers were dispensed with on these boats, Captain Palmer joined the Canton Customs as Assistant Tide Surveyor, after which he became Harbour Master successively at Swatow, Chekiang and other ports, and, later, Assistant Harbour Master at Shanghai. His decorations from the Chinese government included the Double Dragon 3rd Division 2nd class, and the 5th class of the Civil Rank, conferred for meritorious service. An old friend and shipmate of his told a "Telegraph" representative this morning that Captain Palmer was beloved by all who knew him and was at one time an exceedingly popular member of the Hongkong Club.

Deceased was about 75 years of age and leaves two daughters—one married, who lives at Shanghai, and another who is a nurse at the Hongkong Government Civil Hospital.

NO BRAKE.

The first case brought under the new Vehicle Ordinance published in the "Gazette" was dealt with by Mr. Hazeland, at the Police Court, this morning when three men were charged by Inspector Dymond with damaging the road by dragging their truck shafts along the ground, and for failing to have brakes attached. They were each fined \$3 respecting the different charges.

Alleged Gambling House.

Detective Sergeant Floyd charged four men before Mr. C. D. Melbourne, at the Police Court, this morning, with keeping a gambling house and selling lottery tickets. Mr. Lewis, of Messrs. Johnson, Stokes and Master, appeared for first, second and fourth men, and Mr. Faithfull for the third. The case was remanded in \$250 in each case being allowed.

YACHTING.

Royal Hongkong Yacht Club

The second of a series of three races for Mr. Rouse's Cup was sailed on Saturday in a light but steady breeze. The course was from the Club starting line, round the Lyemun Beacon, Kowloon Rock, Markboat on starting line, Lyemun Beacon and back to the starting line, leaving all marks to port, 10.8 miles.

Handicap.

Dione and La Linda allow Colleen and Kathleen 6 minutes 50 seconds, Dorothea 7 minutes 12 seconds, Bonito and Halcyon 21 minutes 30 seconds.

The wind was southeast and the boats got away with an even start, the Dione getting a good lead round the Beacon the first time but followed by the La Linda, Colleen, Dorothea, and Kathleen close up, the two small boats bringing up the rear.

The mark boat on the starting line was rounded as follows:—

Dione	3	50	12
Dorothea	3	58	40
Colleen	4	0	8
La Linda	3	57	10
Kathleen	3	59	41
Halcyon	4	21	6
Bonito	4	4	26

In the second heat up to the Beacon, Colleen went into second place and Bonito passed Halcyon and Kathleen; this order was kept to the finish and the line was crossed by

Corrected Points Total

1 Bonito	5	3	14	8	14
2 Dione	5	5	25	0	15
3 Colleen	5	7	20	5	12
4 Dorothea	5	10	10	3	67
5 Halcyon	5	10	10	3	71
6 La Linda	5	17	56	3	71
7 Kathleen	5	13	39	1	11

Second Cruiser Race.

Only three yachts started in this race at 10 a.m. on Sunday. The course was from the Club starting line round Hongkong and Green Island, but finishing across a line between the Kowloon Godown south pier and the P. & O. buoy to the west of it.

Mr. Brutton's Miranda allowed Mr. Stubb's Dalveen 5 minutes and Messrs. Cunningham and Denison's Dorothy 39 1-2 minutes.

The wind was fresh in the harbour but bright near the Lyemun Pass which was reached by the Dalveen first and Dorothy second but the latter got into a calm and was passed by Miranda. The schooner reached away very past and rounded Cape D'Aguilar about noon some 6 minutes in front of Miranda, the Dorothy being about 15 minutes after Miranda. The wind got very light off Green Island and Miranda went into first place and crossed the line at 5.6, Dalveen at 5.38 and Dorothy at 5.5. Miranda had an easy win with Dorothy second. The points in this competition are now:—Miranda 10, Dorothy 6, Oenone 3, Dalveen 1.

CIVIL SERVANTS' SALARIES.

Considerable discussion has been going on in Civil Service circles as to the possibility of an increase of a 10 per cent. A petition seeking a revision of the present scales of payment, was generally signed nearly a year ago, and forwarded to the government. In this matter practically every class of the Civil Service was concerned. To this application no reply has up to the present been vouchsafed, the matter still being under the consideration of the government.

There has been some talk of late regarding a "new" petition, but we learn that so far the only petition before the government is the one mentioned above and that no new one has yet gone forward.

CLAIM FOR MONEY LENT.

Before Justice H. H. J. Gompertz, at the Summary Court, to-day, An Sui Tin sued the Man Yu Leo firm, and Man Cho, for the sum of \$75 representing money lent by him to the defendants under an agreement dated July 2nd, 1912, and also claimed for costs of the action.

Mr. Russ, of Messrs. Goldring, Barlow and Morrell, appeared for the plaintiff.

After hearing the evidence, his Lordship gave judgment for the plaintiff.

A LANDSLIDE

Four Chinese Killed in Conduit Road.

A serious accident, that resulted in the death of three male coolies and one female, occurred on Saturday afternoon at 2.35 in an excavation at the western end of Conduit Road.

The earth bank there is more than 40 feet in height and at the foot of it twenty coolies were digging in a four foot deep trench.

Without any warning the whole collapsed, and the coolies were buried under tons of earth before they could get out of the trench.

When a representative of the "Telegraph" reached the scene, the Fire Brigade were in charge of the rescue work under Supt. Lane's supervision, and were assisted by a large gang of coolies that worked desperately with picks, shovels and baskets.

There was danger of more of the bank coming down, and a gang was put to work shoring it up with boards and bamboo props.

At 9.30 p.m. the bodies of a man and the woman were found close together, on the edge of the trench, evidently caught by the earth as they were trying to crawl out. The other two men were not found until 12.45 a.m. (Sunday). These two were at the bottom of the trench, one directly under the other. The dimensions of the trench were: 8 feet wide, by four feet deep, by 8 feet long, and was a preliminary excavation for a house foundation.

The police report that on Saturday afternoon a contractor who is carrying out some excavation work in Conduit Road reported that a landslide had taken place and that four Chinese were buried under the fallen earth. The police, along with Dr. McKenny, attended and after some time the dead bodies of three males and a female were extricated. The males were of ages varying from 27 to 22 years. The bodies were taken to the mortuary. The fall is attributed to the incessant rains of the past few days.

WAS IT MURDER?

A bricklayer has been found dead on the road between two villages in the Chin Wan district. There was a wound on the back of his head, as though he had been attacked from behind and struck with some blunt instrument; probably a bamboo pole. If the man was murdered, the motive must be revenge, as money and clothing which he had in his possession were untouched. He had just been paid off and was on his way to Taipo to look for work.

IGNORANCE NO EXCUSE.

A Chinese was charged before Mr. C.D. Melbourne, at the Police Court, this morning, with being in unlawful possession of a rifle and six boxes of cartridges. It was stated that the defendant was a passenger in the s.s. Manchuria.

Defendant said he was bringing the gun and the ammunition to a Chinese, from a friend of his in America. He did not know he was doing wrong. His Worship said the cartridges were very dangerous ones and fined the defendant \$100 or in default six weeks.

BROTHERS AT LAW.

The case in which a Chinese is charged with defrauding relatives by means of forged power of attorney, again came before Mr. C. D. Melbourne, this afternoon, and was still proceeding as we went to press.

A STIFF FINE.

This morning at the Marine Magistrate's Court, before Commander Basil Taylor R.N. P.O. James M.O. Millan charged Lo Kam Tong, master of the S.L. Kwong To, with unlawfully carrying 60 persons in excess of the number allowed by his licence at 9.25 a.m. on Dec. 4, 1912.

P.O. McMillan, who proved the charge, said that on going into the engine room he found 6 inches of water over the stove-hold plates, and water coming in through the sides under the fender stroke.

A fine of \$250, which was paid, was imposed.

THE CANTON MURDER.

Court Has Jurisdiction; Conviction Confirmed.

This morning, at a sitting of the Full Court, judgment was delivered by the Chief Justice, Mr. W. Rees Davies K.C., and the Puisne Judge, Mr. Justice Gompertz, on the points of law reserved for consideration at the request of the defence, at the trial of a private of 120th Baluchistan named Ibrahim for the murder of Subadar Ali Shafa at Canton on September 4, 1912.

The Hon. Attorney General, Mr. J. A. S. Baeknill, instructed by the Crown Solicitor Mr. J. H. Kemp, appeared for the Crown, and Mr. F. C. Jenkin, instructed by Mr. R. A. Harding, for the defence.

The time for the delivery of the judgment was fixed for 10 a.m., but there being a delay in sending the prisoner down, the court sat three-quarters of an hour late.

Dealing with this, the Chief Justice remarked that the delay was very unfortunate; the court had been kept waiting for three-quarters of an hour. He did not know who was to blame, but he thought the Attorney General would agree with him that enquiries ought to be made.

The Attorney-General said that a minute stating that the prisoner would be required at the Court on Monday, was sent from the Crown Solicitor's office on Friday.

Three Points.

His Lordship the Chief Justice said that three points were raised by the defence (1) that the prisoner was not a British subject within the meaning of the China and Corea Order in Council 1904, (2) that the Crown had not proved the jurisdiction of the court to try the prisoner, (3) that the Crown had not proved that the treaty between His Majesty the King and the Emperor of China is existent under the system of government now prevailing in China. Dealing with the first point his Lordship quoted authority and then went on to remark that the prisoner, although he was an alien, was subject to Indian military law and duly enrolled under it, and that he was at the time of the murder on active service in one of the King's Indian regiments in China. He thought there was no difference to be drawn between him and any born or naturalised British subject serving in His Majesty's Indian forces and that he came within the definition "or otherwise enjoys His Majesty's protection in China."

Turning to the second point, his Lordship dealt fully with the authorities quoted by Sir Francis Pigott in his work on extrajurisdictionality and went on to say that the formality of a treaty is the best proof of the consent and acquiescence of the parties, but it was not the only proof nor did it exclude other proof, more especially in transactions with oriental states. Consent may be expressed in various ways; by constant usage, permitted and acquiesced in, by the authorities of the State, active consent, or silent acquiescence where there must be full knowledge. Being of that opinion, for reasons that he would subsequently deal with, the onus was upon the defence to show in the face of the preamble that the Order in Council goes beyond the extent of the treaty.

Difficult and Inconvenient.

They were now called upon in his view to investigate the limitation of the treaty grant.

In the view which he took of the law that the onus of establishing that the Order in Council is within the powers granted by the treaty, is not on the Crown, the second contention must fail and the third contention as to the failure to prove that the treaty was existent under the new system of Government in China failed also for the same reason. They had as a fact before them the evidence of the Vice-Consul at Canton who stated that the jurisdiction he acted under in this case was conferred by this Order in Council and the Foreign Jurisdiction Act 1890. He had to add that if proof of the treaty were necessary in those proceedings it would appear to be so in every case however trivial which was triable under the China and Corea Order in Council, a course pregnant with difficulty and inconvenience.

In his opinion the conviction must be confirmed.

The Puisne Judge in the course of his judgment said that the argument might be conveniently stated as follows:—

"The existence of a treaty or treaty with China is recognised in the preamble to the order in Council. But this court must be satisfied that there is still a treaty in existence between the King and the Government of China conferring jurisdiction. There having been recently a revolution in China accompanied by a change of government the court has to enquire whether treaties between the King and the Emperor of China are still recognised by the respective governments as in force and binding. The court must be satisfied of the existence of the treaty." After dealing with some of the provisions of the treaty and the Order in Council the judge went on to remark that they started then with a *prima facie* case that there was a treaty still existing. Then there was the evidence of Mr. Come who stated that he was the British Vice-Consul at Canton and additional judge under the China and Corea Orders in Council 1904-1910 and was in charge of the British Consulate at Canton. He said that the Supreme Court exercised jurisdiction over British subjects at Canton in the Shamen. The powers were extraterritorial under the China and Corea Order in Council 1904 and were the same as were exercisable throughout China by H. M. Supreme Court. It was still in force; a court had cognisance under it of a murder charge. Then further the warrant which was under the hand and seal of Sir Haviland de Saumarez the judge of H. B. M. Supreme Court at Shanghai recited that the court had cognisance of the offence charged against the prisoner. Of course they could not put that evidence too high. The jurisdiction might still be impugned. But it was clear that the jurisdiction was asserted and by those officers whose duty it was to exercise it.

Prisoner's Enrolment.

What had they on the other side? Nothing he thought of which the court could take notice. They knew nothing judicially of any change of government in China. It was not suggested to them that either the British or Chinese governments had denounced their mutual treaties or given notice of any determination of their obligations thereunder. It seemed to him that they were bound to assume, in the absence of any evidence to the contrary, that the King was still asserting his treaty rights in China whatever those rights might be.

His Lordship then turned to the question as to whether the accused were British subject or not. He held that the prisoner had made himself by enrolment a native of India within the meaning of the Army Act 1881 and as such was liable to the Indian Army Act while serving in any part of the world, as in the same manner by section 2 (2) of the Annual Army Act the rest of the King's forces were made liable to the Imperial Act of 1881 whether within or without the Dominions. He had gone into the matter with great care because in his opinion there was no other provision either of British law or of the Indian Army Act which extended military law to an alien serving in His Majesty's Indian Arms. Further he thought that the prisoner had been shown to be a member of a class enjoying His Majesty's protection in China and was therefore a British subject within the meaning of the definition. He had by his own act become a member of the armed forces of the King and had proceeded to Canton on military duty under British officers. He carried with him the military law applicable to Indian soldiers of His Majesty. The Vice-Consul told them that Indian soldiers in China came under consular protection. Then again as to the rights of the ruler of Afghanistan; they could not presume that the King's government in India would enrol for military service the subjects of a state in amity with His Majesty without the acquiescence of their own sovereign. That acquiescence must be considered to imply a consent that the soldier when he is serving with the British forces

shall enjoy the King's protection and be subject to the King's justice. In his opinion the jurisdiction of the court over the prisoner was fully established.

Habeas Corpus Wanted.
Mr. Jenkin said that he would apply to their Lordships for special leave to appeal under rules 1 and 2 of Appeals to Privy Council, *in forma pauperis*.

His Lordship said they would have to have to hear him upon that at some other time; they were unable to do so at present.

Mr. Jenkin:—Then I have a further application to make.

The Chief Justice:—What is that?

Mr. Jenkin:—For a writ of Habeas Corpus to be issued.

Counsel went on to point out that their Lordships were really against him on his suggestion that the Order in Council was ultra vires of the powers of the King.

The Puisne Judge:—There is the other point "usage."

The Chief Justice:—Can you point to any case where the prisoner has been convicted and where points of law have been reserved, where *Habeas Corpus* has been granted? We can hear you on both points; not at the present moment, and I draw your attention especially to that and I shall be rather surprised if you can quote a case. Do you suggest that the terms of the Treaty are inconsistent with the Order in Council?

Mr. Jenkin:—The Order in Council is *ultra vires*. Yes.

The hearing will be taken on Monday.

LOCAL SPORT.

FOOTBALL.

Hongkong Club Defeated by R.E.

On the military ground on Saturday the Hongkong F.C. were entertained by the Royal Engineers F.C., the visitors being defeated by four goals to one. The game was not without interest though the soldiers were much superior to the civilians and gave the latter a lesson in combination. The teams were:—
The Club: R. C. Barlow; H. I. Jones and A. Hamilton; D. Campbell, R. F. Long and C. Wilkie; P. F. Benton, W. A. Wilson, W. V. Pennell, S. Stalker and W. B. Rigdon.

Royal Engineers: Rodgers; Coxon and Morrish; Ferrigan, Brennan and Hibbard; Lewis, Brown, Pearson, Kelly and Pearce. The home team won the toss and decided to kick towards the Golf Club. The ball had hardly left the centre when Lewis nursed it along the wing, passed to Brown, the latter slipping it to Pearson in front of goal. Pearson was in difficulties with the right back, however, before he could test Barlow and the ball was placed in possession of the Club's inside left who passed it along to Rigdon. The latter placed a good centre which Pennell failed to turn to account, through no fault of his own. The soldiers' citadel was not in danger long, however, as Lewis once more transferred play with the assistance of Brown and Ferrigan. Hamilton played Pearson cleverly and prevented him being taken. As it was, the ball crashed against the crossbar with terrific force and rebounded into play. A corner awarded the Engineers came to nothing. Barlow put the ball to the toe of Benton who up to this point had practically been idle. He raced along the line with it and after beating Morrish passed to Wilson who in turn passed to Pennell. The ball was on the bounce and Pennell in trying to put it over his head to Rigdon played it to Coxon, the Engineers right back, the latter putting Pearson in possession. Campbell surprised Pearson by nipping taking the ball from him.

Wilson received the pass, played the ball back to Benton who slipped it to Pennell. The centre running at top speed, caused Rodgers serious inconvenience with a lightning shot. A strong attack on the club's goal ensued and Barlow was loudly applauded for a clever save. The attack on the club had by no means finished. After a run to the other end the Engineers renewed the attack and the ball was bundled through in a mix up in front of goal, by Kelly. Pennell, at the other end drove in another remarkable shot which provided Rodgers with as much

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as he could do to save. Later Wilson dallied a little too long and had the ball nipped from his toes by a forward who slipped up from behind. The Engineers right wing raced away and a good centre was converted into a goal by Pearson who headed through just before half time. Wilson again favoured Benton who raced on and slipped the ball inward. Wilson passed to Pennell who sent in a stinging shot but the ball was luckily intercepted by the right back. Half time:—R. E. 2 goals; Hongkong F. C., nil.

In the second half the Engineers had all the best of the play, their superior combination playing havoc with the Club. Pennell on one occasion had very hard lines. The ball was travelling at great speed across the goal from the left and he tried to turn it in. He missed scoring but the effort was a meritorious one. Later Pennell put Wilson in possession and the latter passed to Benton who after a good run put the ball over the bar. Play was then transferred from end to end in turn, the soldiers playing with the knowledge that the game was practically in safe keeping. In an attack on the Engineers goal Kelly was winded and play was stopped for a couple of minutes. Pearson shortly afterwards scored the third goal for the Engineers. The Club then made a determined dash, Wilson, Campbell and Rigdon in turn being responsible for good work. Campbell then sent in a high dropping shot from long range which defeated Rodgers all the way. This was the first goal for the Club. The forwards of the latter tried hard to increase the score but without success and before the conclusion was called Pearson netted the fourth goal for the soldiers. Score: R. E. 4 goals; Hongkong Club 1 goal.

CRICKET.

Hongkong Club v. Navy.
Poor scoring characterised the match between the Hongkong C.C. and the Navy on the former's ground on Saturday afternoon. The pitch was somewhat on the soft side, as distinct from the hard surface that it has presented during the past few weeks, and the bowlers managed to get a great deal of work on the ball. For the naval men the best score was that of C.P.O. Neil who had twenty-three to his credit when a good ball from Claxton got past him and found the stumps. Lieut. Wace's was the next highest score while only four of the side which took 1 hr 20 minutes to get 105 runs, reached double figures. Pennell, for the Hongkong side took four wickets for seven runs a piece and none of the bowlers proved expensive.

Pearce for the landmen led off with a nicely played innings for 25. Claxton 21, R. Hancock 21, Gillingham 10, H. Hancock 18, also did well, the side altogether making 151 runs in 1 hour 28 minutes, and winning by 46 runs. The scores were as follow:—

The Navy.
Mid. Oliver, b. Dodwell, ... 6
E. R. A. Poole, b. Dodwell, ... 0
Eng. Lt. Smith b. Fowler, ... 1
Lt. Wace, o. Pearce b. Wonnolly, ... 19
C. P. O. Neil b. Claxton, ... 23
Lt. Hutton c. Gillingham b. Dodwell, ... 9

Fleet-Paymaster, Pearson, o
Claxton, b. Donnelly, ... 11
Rev. Hastings, c. Hancock, b. Donnelly, ... 0
Mid. Smedley not out, ... 13
Sub. Lt. Buxton c. Stephenson-plis, b. Donnelly, ... 0
Mid. Phillips b. Claxton, ... 8
Extras, ... 15
Total, ... 105
Bowling.
o. m. r. w.
Dodwell, ... 10 3 32 3
Fowler, ... 6 3 11 1
Donnelly, ... 10 2 29 4
Clorton, ... 62 2 18 2

Hongkong.

T. E. Pearce, c. Smith, b. Hastings, ... 25
Stephenson-Jellie, o. & b. Hutton, ... 14
S. H. Dodwell, c. Hutton b. Hutton, ... 14
(Continued on Page 1.)

To-day's Advertisements

AVIATION

MEETING HONGKONG.

Under the Patronage of His Excellency the Governor
SIR HENRY MAY.
MR. M. KOUZMINSKY,
The famous aviator,
Who will give exhibition flights on his Blériot Machine
SATURDAY AND SUNDAY
14th and 15th, 1912.
Watch for further announcements.
IN THE MATTER OF R. W. FALEY, DECEASED.

NOTICE IS HEREBY GIVEN that authority has been granted by His Britannic Majesty's Supreme Court for China to **JAMES WILLIAM JAMIESON, Esquire, O.M.G.,** H. B. M. Consul General at Canton, to administer the estate of the above-named (late of the Chinese Maritime Customs) who died at Hongkong on October 28th, 1912.

All persons having claims against the said estate are hereby required to send particulars of such claims to the undersigned on or before the 10th day of January, 1913, after which date the assets will be distributed having regard only to claims of which notice shall then have been given, and **NOTICE IS HEREBY GIVEN** that all persons indebted to the said estate are required to make immediate payment to the undersigned.

J. W. JAMIESON,
H. B. M. Consul General.
Canton, December 9th, 1912.

NOTICE. INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

A PAPER will be read at the rooms of the above Institution by Mr. J. S. Chapman on "The efficiency of the propelling system" on Friday evening December 13th at 9 p.m.

All members and others interested are invited to attend.
Mr. J. REID, Chairman,
General Manager
Talkoo-Decks.

DAIRY FARM NEWS.

DAIRY FED PORK

Charles Lamb in his dissertation on the PIG, was the first to tell us how the Chinese love their pig—dead and roasted; but it is not for us! We know that pig, and SOME of the things he is fed on—but not all!

Ah; but this is DAIRY FARM PIG, a dainty little fellow, fed on the fat of the land, DAIRY FARM MILK and all the good things in pigdom.

Is there any difference in Pork? Well, for goodness sake, where do you live? Buy it, try it, eat it, then you will KNOW. Cooked to a turn—the Chinese know how—and the "crackling"—UM.

Don't wait for Christmas, you may be dead before that—and so may the pig!
October 18, 1912.

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Hongkong 15th November 1912

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"EMPEROR LINE."

Sailings from Hongkong and St. John, M. B.

"Monteagle"	Satur. Dec. 14	"E. of Britain"	Fri. Jan. 10
"E. of India"	Jan. 11	"E. of Ireland"	Feb. 7
"E. of Japan"	Feb. 8	"E. of Ireland"	Mar. 7

All steamers leave Hongkong at 7 A.M.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Pender Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LTD.(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)
For Steamship On

TSINGTAU, AND CHINWANTAO,	CHEONGSHING,	Tuesday, 10th Dec., daylight.
MANILA, KOBÉ & MOJÍ,	LOONGSANG,	Saturday, 14th Dec., 2 P.M.
SINGAPORE, PENANG,	KUTSANG,	Friday, 13th Dec., daylight.
SINGAPORE, PENANG,	YATSHING,	Wednesday, 18th Dec., Noon.
SANDAKAN,	MAUSANG,	Tuesday, 17th Dec., 4 P.M.
SHANGHAI,	CHOYSANG,	Tuesday, 17th Dec., 3 P.M.
S'PORE & SORABAYA,	FAUSANG,	Saturday, 14th Dec., Noon.

RETURN TOURS TO JAPAN (Occupying 24 days).

The steamers "Kutsang" and "Namsang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kamsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 15 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin, Dairen, Weihaiwei, Tsingtau & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudu, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM
PACKET COMPANY
"SHIRE" LINE SERVICEPROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For	Steamers	Date of Departure
SHANGHAI KOBÉ & YOKOHAMA,	PEMBROKESHIRE,	10th Dec.
LONDON & ANTWERP,	DENBIGHSHIRE,	28th Dec.
LONDON & ANTWERP,	MONMOUTHSHIRE,	24th Jan.

* Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
AGENTS. [94]

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

Joint Service of
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.
HONGKONG-CANTON LINE.
HONGKONG TO CANTON CANTON TO HONGKONG
MONDAY, 9th DECEMBER.
10.00 p.m. "HONAM." 5.00 p.m. "KINSHAN."
TUESDAY, 10th DECEMBER.
8.00 a.m. "KINSHAN." 8.00 a.m. "FATSHAN."
10.00 p.m. "FATSHAN." 5.00 p.m. "HONAM."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

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HONGKONG TO MACAO.
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week day at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO

SUNDAY, 16th DECEMBER.
The Company's Steamship
"HEUNGSHAN."
will depart from the Company's WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 533 Tons, and "NANNING," 533 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the

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PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATIONDestination Steamers Sailing Dates
and Displacement.

MARSEILLES, LONDON & ANT- WERP via SINGA- PORE, PENANG Colombo, Suez & Port Said,	TANGO-MARU, Capt. K. Kawara T. 13,500	WEDNESDAY, 18th December at Daylight.
ECROPE &	KAMO MARU Capt. F. L. Sommer, T. 10,000	WEDNESDAY, 1st Jan., at daylight.

VICTORIA, B.O., & SEATTLE via SHANGHAI, MOJÍ, Kobe, Yokohama, Sui, & Yama,	JAWA MARU, Capt. Shimizu, T. 13,500	TUESDAY, 31st Dec., at noon.
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SYDNEY & MEL- BOURNE via MANILA, THURSDAY Island, Townsville and Brisbane,	KUMANO MARU, Capt. M. Winkler, T. 9,300	FRIDAY, 20th Dec. at Noon.
YAWATA MARU, Capt. T. Sakino, T. 7,000		WEDNESDAY, 18th Jan., at Noon.

AMERICA &	SADO MARU, Capt. Asakawa, T. 12,500	TUESDAY, 14th Jan., at Noon.
NSAKI KOBÉ & YOKOHAMA,	YAWATA MARU, Capt. T. Sakino, T. 7,000	WEDNESDAY, 18th Dec., at Noon.

KOBÉ & YOKO- HAMA,	MISHIMA MARU, Capt. E. A. Mores, Tons 10,000	THURSDAY, 18th Dec., at daylight.
YOKOHAMA & YOKOHAMA,	KIRIN MARU, Capt. M. Deguchi Tons 5,000	SATURDAY, 14th December.

YOKOHAMA & YOKOHAMA,	TOTOMI MARU, Capt. T. Sakino, Tons 5,000	MONDAY, 1st December.
YOKOHAMA & YOKOHAMA,	CEYLON MARU, Capt. Tanaka, T. 12,000	MONDAY, 8th December.

YOKOHAMA & YOKOHAMA,	RANCOON MARU, Capt. Kamoshita, T. 7,000	WEDNESDAY, 18th December.
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† Cargo only.

† Fitted with new system of wireless telegraphy.

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FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	15,000	29th January.
Kaga Maru	12,500	12th February.
Asaka Maru	15,000	26th February.
Hitachi Maru	13,000	12th March.
Miyasaka Maru	16,000	26th March.
Kitano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Birano Maru	16,000	7th May.
Tango Maru	13,500	21st May.

FOR AMERICA.

Inaba Maru	12,500	11th February.
Shidzuoka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	25th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)

[5] T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamers	To Sail
MANILA, CEBU & ILOILO,	"KAIFONG"	1st Dec., 4 P.M.
HAIPHONG,	"SINGAN"	11th " 10 A.M.
SWATOW, FAMOI & SHAI,	"ICHANG"	11th " 4 P.M.
SHANGHAI,	"CHENAN"	12th " 4 P.M.
SHANGHAI,	"LINAN"	14th " M'night.
MANILA, CEBU & ILOILO,	"TAMING"	17th " 4 P.M.

This steamer has superior accommodation with Electric Light throughout and Electric Fan in Staterooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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MAJILA LINE—Twin Screw Steamers "Tean" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of S.S. "Kaifong" is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Admiral, Chusan, Lian, Chinkai), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.

NEW SERVICE.

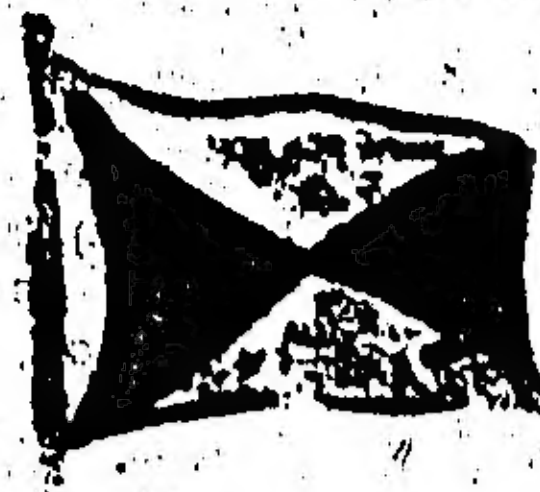
SHANGHAI TO ANTUNG

Sailing on alternate Wednesdays.
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STEAMSHIP CO

Steamship.	Tons.	Captain.	For	Sailing Date.
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RUBI,	4000	J. Miller	Manila, Manganin, Iloilo and Cebu.	TUESDAY, 17th Dec., 4 P.M.

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SHEWAN TOMES & CO.,
GENERAL MANAGERS

Hongkong 7th December, 1912.

[14]

JAVA=CHINA=JAPAN
LIJN.Regular Fortnightly Service between
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Steamer	Tons	Expected on or about	For	Will leave on or about
Tijliwong,	4000	1st half Dec.	JAVA	1st half Dec.
Tijlmanock,	4000	1st half Dec.	JAPAN	1st half Dec.
Tijlmanock,	4000	1st half Dec.	JAPAN	1st half Dec.
Tijlmanock,	4000	1st half Dec.	JAPAN	1st half Dec.
Tijlmanock,	4000	1st half Dec.	JAPAN	1st half Dec.
Tijlmanock,	4000	1st half Dec.	JAPAN	1st half Dec.
Tijlmanock,	4000	1st half Dec.	JAPAN	1st half Dec.
Tijlmanock,	4000	1st half Dec.	JAPAN	1st half Dec.
Tijlmanock,	4000	1st half Dec.	JAPAN	1st half Dec.
Tijlmanock,	4000	1st half Dec.	JAPAN	1st half Dec.

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S.S. "Nippon Maru"

S.S. "Tenryo Maru"

S.S. "Shinyo Maru"

These steamers are equipped with Turbine Engines and Triple Screw.

All steamers carry Japanese Government wireless telegraph and post-office.

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INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA & HONOLULU on SATURDAY, the 11th January, 1913, at Noon.

Only Regular Direct Service to Mexico, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration).
Steamer Tons Date of sailing
Kiyo Maru

Bayo Maru

For Further Particulars as to Passage and Freight, apply to
S. MORIMOTO, Agent
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27,000 tons, twin screws. 27,000 tons, twin screws. 18,000 tons, twin screws. 18,000 tons, twin screws.

Also 10,000 tons, China, 10,000 tons, and 10,000 tons, 10,000 tons.

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea, Yokohama and Honolulu) (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

LIGHTS AND FANS—Individual Electric Reading Light in each berth and Electric Fan in each stateroom under passenger's control.

SWIMMING TANK—Is installed on deck for salt water plunge. Bathing suits on board.

BAND—Philippine string band concert each afternoon and evening and also during films and dinner.

CUISINE—The cuisine is under the direct supervision of one of the world's most famous chefs.

GAMES AND AMUSEMENTS—Deck Games, such as Quoits, Shuffle board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical instruments, dices and marbles.

WIRELESS AND SUBMARINE SIGNAL SERVICE—The most powerful Wireless Telegraph apparatus is installed on all steamers, and Submarine Signal Service is used as an additional measure of safety.

VEHICLES are fitted to the steamer to prevent rolling at sea, thus ensuring steadiness and constant comfort.

THE COST is not more by this route with its unparalleled opportunities, than by any other route.

For a return ticket to London the cost is but \$120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE First Class accommodations are provided for \$11 to London (return ticket \$45) and to San Francisco \$25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers: • China, 10,200 Tons Starting, Dec. 10th, at 1 p.m.

Manchuria, 27,000 " " Dec. 17th, at 1 p.m.

Nile, 11,000 " " Dec. 31st, at 1 p.m.

Mongolia, 18,000 " " Jan. 3rd, at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

Intermediate Steamers. LET US PLAN AN ITINERARY FOR YOU

King's Building (Opp. Blake Pier). FRD. J. HALTON, Telephone No. 141

Hongkong, 6th September, 1912. Agents: Parnass-Pacific International Reproduction-San Francisco 1912.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—15, DES VUEUX ROAD, HONGKONG

SHANGHAI: 2-3, Poochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

181 CHINESE—LUDGATEHOUSE, LONDON, E.C.

LOG BOOK:

Lumber Schooner for
Philippines.

Captain Mainland, formerly of the bureau of navigation, and lately master of the gasoline power schooner Monterey, is en route to the United States, under contract with the Manila import and export company. The purpose of Captain Mainland's trip is to bring out to Philippine waters the four masted schooner A. G. West, purchased recently by that firm. The A. G. West will be the largest vessel of that class in the Island trade, being intended for lumber transportation between local ports. She has capacity of 700,000 board feet of lumber, and is fitted with modern gear for the handling of cargo. The schooner is expected to sail from Seattle on December 15, and should reach Manila about the middle of February.

The s.s. Taisang Saves Formosan Adrift in Open Boat.

After being twenty days out at sea and almost dead from starvation and exposure three Formosan fishermen were picked up by the I.O.S.N. Taisang which arrived at Manila on the 28th ult. from Amoy. One day out of Amoy about 200 miles out in the open sea the officer on the bridge reported to Captain Matthews that there something floating on the starboard side. Captain Matthews immediately ordered the course to be changed and headed for the reported object which proved to be a small fishing boat drifting aimlessly along with the currents. As the steamer came closer it was found that the little craft contained three men lying on the bottom of the boat, none of whom gave any sign of life. Captain Matthews immediately ordered a boat to be lowered, which picked up the exhausted men and took them aboard the Taisang. They were given all possible attention and slowly recovered. The rescued men stated to captain Matthews that they were fishermen from the island of Formosa, and had been carried to sea in heavy weather. When they were picked up by the Taisang they had been twenty days at sea and were about a hundred miles away from the coast.

Electric Propulsion for

Vessels Marine.

While the British Admiralty is extending its experiments with motors and oil engines to its oil fleet, the United States Government is also using its fleet auxiliaries for experiments in another field of propelling marine craft. A contract was closed last year with the General Electric Company, to equip a new fleet-coller for the American Navy, with electric propelling machinery. Although this may not be the first experiment of the kind, it is the largest, says the "Globe," that has yet been made in a vessel of such large tonnage; and its result will be followed with the closest by all those who are engaged in solving the important and complicated questions of electric-drive and propeller efficiency for marine purposes. Water rate for shaft horse power at 14 to 10 knots was guaranteed under penalty, and the electrical equipment was not to weigh more than the ordinary engines of a ship. The space allotted to the manufacturers for their electrical plant was the same as that previously allotted for the other engines proposed for the ship. This plant has now been placed on board and tested with the result that there has been a margin in favour of the contractors at all points; and everything at the moment points to a great and almost unqualified success. Nearly 40 per cent. has been gained in weight, and the reversing gear is reported to be quite satisfactory. The vessel is now to be tried against similar vessels fitted with steam turbines and reciprocating engines, respectively. This idea of using auxiliary vessels for the Navy for such experiments both in the British and American fleets is a decidedly good one, since they have larger cruising areas than torpedo craft.

Fillet Haddock, Kippers, Bloaters, Smoked Fish, Fried Fish, and Chipped Potatoes.

Shipping

HAMBURG-AMERIKA
LINIE.IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE,
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,to
Marseilles, Havre, Bremen and Hamburg and New York.Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:
S.S. SAMBIA 10th Dec.
" ARMENIA 17th Dec.
" ALTMARK 27th Dec.
" SILESIA 14th Jan.
" O. J. D. AILERS 26th Jan.
" SUEVIA 10th Feb.
For Further Particulars, apply to—

HOMEWARD.

For Havre, Bremen & Hamburg:
S.S. LEBIA 10th Dec.
For Marseilles, Havre & Hamburg:
S.S. SEGOVIA 10th Dec.
For Havre & Hamburg:
S.S. ALESIA 24th Dec.
For Rotterdam, Bremen & Hamburg:
S.S. BRASLIA 9th Jan.
For Havre & Hamburg:
S.S. SAMBIA 11th Jan.

Hamburg-Amerika Linie,
Hongkong Office.BRITISH INDIA S. N.
CO., LTD.NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "OKARA," Captain Evans, will be despatched for YOKO-
HAMA & KOBE on the 10th December, at Daylight, to be followed on the 16th
December by the S.S. "T. P. ADA" taking Cargo and Passengers at current rate.
For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,
AGENTS.Telephone No. 215,
H. K. 3rd December, 1912.

LOG BOOKE.

B.I. Engineer's Death

The death occurred recently at
the Colombo General Hospital, of
Mr W. Cowan, fifth engineer on
board the B.I. "Mombassa." The
deceased whose home was 7 Mor-
ton Terrace, Greenock, had joined
the vessel on her present voyage
in London.

Another British-built Boat for the
N. Y. K.

The Nippon Yusen Kaisha,
which purchased a new steamer
in May of this year, has now, says
the Japan Daily Herald, decided to
buy another steamer from a
certain shipbuilding yard in Eng-
land. The steamer is a sister ship
to that purchased in May, and is
a cargo boat, with a loading
capacity of 10,000 tons.

Suggested New Naval Harbour
for Scotland.

It is understood, says the
"Times," that the Admiralty have
surveyed a site on the Fifeshire
coast, about halfway between
Kirkcaldy and Kinghorn, in order
to decide whether it would be
suitable for a large naval harbour.
The situation is at Seafeld, where
a breakwater on which the Cale-
donian Railway Company spent
about £100,000 20 years ago still
remains in an unfinished state.
The work of completing the break-
water was stopped when the Cale-
donian Company came to an agree-
ment with the North British
Railway Company not to compete
with them in the Fifeshire
a field.

Wireless Telegraphy in India.

Little use is made of the Bom-
bay wireless station in the ordi-
nary way, says an Indian exchange;
but during the past few weeks in-
coming passengers in mail steamers
have kept it sometimes
furiously busy. At times a ship
comes into touch about 24 hours
outside port, and the wireless ar-
rangement is a convenient means
of ordering hotel accommodation,
train berths, and sending mes-
sages to friends. The R.I.M.S.
Dufferin, which is the first
R.I.M. steamer to be equipped
with wireless, exchanged mes-
sages with the Bombay station
from a distance of 820 miles
one night. This was in ex-
tremely fortunate atmospheric
conditions and connection failed
again after three hours, until next
day, when connection was renew-
ed. Correspondence has passed
between the Government of Madras
and the Port Trust regarding
the necessity for installing a
wireless station in Madras, and
the Hon. Sir Francis Spring has
strongly advocated such an in-
stallation, which, together with the
installations at Calcutta, Colombo,
Bombay, Karachi, and Rangoon,

and with ships, would adequately
cover the Indian seas, and
would be a most useful adjunct
to the Imperial wireless chain.
"It is not always possible," says
the "Madras Mail," "to back up
an argument with concrete illus-
tration of its cogency, but such
an illustration has been afforded
in Madras. We allude to the
great use which the presence of
the B.I. S. N. Co.'s Tara, fitted
with wireless apparatus was to
the public of Madras on the oc-
casion of the approaching arrival
of Lord Pentland. Had the Tara
not been able to communicate with
the Simla there would have
been no information available re-
garding the Governor's arrange-
ments until the latter's boat had
arrived off the harbour. By getting
information while the Simla was
some 100 miles away it was pos-
sible to obviate much of the con-
fusion and inconvenience caused
by the late arrival of the steamer.
Once such an installation has
proved useful it will always be
useful. It is only the opportuni-
ties for use that convert a luxury
into a necessity. Madras is
peculiarly suitable for such an
installation. She has a great
length of foreshore unimpeded by
obstructions in any way, at any
point of which it would be pos-
sible to have a station."

Col. Romilly, D.S.O.

Col. F. W. Romilly, D.S.O., who
retired in July of last year, has
been granted a Distinguished
Service Reward.

To Sail

RUSSIAN VOLUNTEER
FLEET.

NOTICE TO SHIPPERS.

THE S.S. "KOURSK" 6400
R.T. Commander Fadalka, is
expected to arrive in Hongkong on
Wednesday the 11th December and will
leave most likely on Saturday morning
the 14th December.
This steamer will call at Sing pore,
Colombo, Djibouti, Djeddah, Fuez, Port
Said, Beyrouth, Constantinople, Odessa
and Balakum.

Cargo for the abovementioned ports
will be accepted without transhipment.
This steamer has accommodation for
80 first class passengers.

After the steamer's arrival, the ship-
per that have booked their cargo, will
be informed by special notice about the
date and hour when they can send their
cargo alongside the steamer.
For Freight, Passage and further
particulars, apply to—

Captain D. A. LUKHMANOFF
Agent,
Hotel Mabel 3rd fl.,
Telephone No. 1924.
Hongkong, 7th Dec., 1912.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Denbighshire	J. M. & Co.	28 December
London and Antwerp via Singapore, &c.	Nile	P. & O. Co.	11 Dec., about
Havre and Hamburg, &c.	Alesia	H. A. L.	24 December
do do do	Sambra	H. A. L.	11 January
Havre, Bremen and Hamburg, &c.	Liberia	H. A. L.	15 December
Bremen and Hamburg, &c.	Brasilia	H. A. L.	5 January
do do do	Fuerst Buelow	H. A. L.	23 January
Marseilles and Hamburg, &c.	Sagovia	H. A. L.	18 December
Mexico, Peruvian and Chili via Japan	Kiyo Maru	T. K. K.	1 February
Cape Ports via Mauritius	Dunerio	Bank Line	Begin January
Copenhagen and Baltic Ports	Canton	A. N. & Co.	15 January
Trieste via Singapore, Penang & Colombo, &c.	Africa	S. W. & Co.	19 December
Naples, Genoa, Algiers, Gibraltar, Southampton	Prinzess Alice	M. & Co.	1 December

New York, San Francisco and Canada.

Boston and New York	Egremont Castle	D & Co.	19 Dec., about
New York	Erroll	D & Co.	14 Dec., about
New York, via Suez Canal	Schuykill	Bank Line	30 December
New York via Ports and Suez Canal	Swazi	S. T. & Co.	9 Jan., about
San Francisco via Shanghai and Japan, &c.	China	P. M. Co.	10 December
do do do	Chiyo Maru	T. K. K.	21 December
do do do	Manchuria	P. M. Co.	17 December
Victoria, Vancouver, &c.	Oakley	Bank Line	17 December
Victoria, B.C., and Tacoma via Keelung, &c.	Canada Maru	O. S. K.	10 December
Victoria, B.C., and Tacoma via Japan, &c.	Tacoma Maru	O. S. K.	26 December
Victoria, B.C., and Seattle via Shanghai, &c.	Awa Maru	N. Y. K.	31 December
Vancouver	Monteagle	C. P. R. Co.	14 December
Vancouver via Shanghai and Japan, &c.	Empress of India	C. P. R. Co.	11 January

Australia.

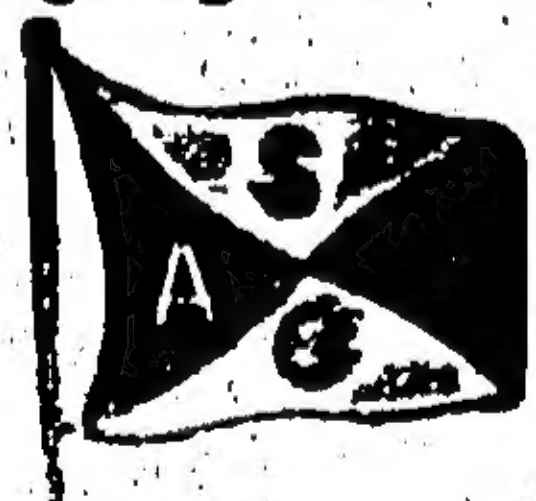
Australian Ports	Changsha	B. & S.	4 January
Australian Ports via Manila	Empire	G. L. & Co.	13 December
do do do	Kumano Maru	N. Y. K.	20 December
do do do	Prinz Waldemar	M. & Co.	28 December

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
do do do	Tjimar	J. C. J. L.	Quick despatch
Sandakan	Mausang	J. M. & Co.	19 December
Japan	Tjilwong	J. C. J. L.	Quick despatch
do	Tjinanook	J. C. J. L.	Quick despatch
Yokohama and Kobe	Prinz Waldemar	M. & Co.	10 Dec., about
Yokohama and Kobe via Shanghai	E. F. Ferdinand	S. W. & Co.	30 Dec., about
do do do	Vorwaerts	S. W. & Co.	30 Dec., about
Kobe and Moji	Gregory Apar	D. & Co.	10 December
Kobe and Yokohama	Mishima Maru	N. Y. K.	19 December
Nagasaki, Kobe and Yokohama	Yawata Maru	N. Y. K.	18 December
Anping and Takao via Swatow and Amoy	Soan Maru	O. S. K.	11 December
Shanghai, Tsingtan, Kobe and Yokohama	Kleist	M. & Co.	12 Dec., about
Swatow, Amoy and Foochow	Haitan	D. L. & Co.	10 December
do do do	Haiyang	D. L. & Co.	13 December
do do do	Haiqing	D. L. & Co.	17 December
Tamsui via Swatow and Amoy	Daigi Maru	O. S. K.	15 December
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	18 December
Manila	Lungsang	J. M. & Co.	14 December
Manila, Cebu and Iloilo	Kaifong	B. & S.	10 December
Manila, Mangarin, Iloilo and Cebu	Rubi	S. T. & Co.	17 December
Shanghai, Moji and Kobe	Rangoon Maru	N. Y. K.	18 December
Shanghai, Kobe and Moji	Katsang	J. M. & Co.	13 December
Shanghai, Kobe and Yokohama	Pembrokehire	J. M. & Co.	10 December
do do do	Armenia	H. A. L.	17 December
Shanghai, Moji, Kobe and Yokohama	Novara	P. & O. Co.	12 Dec., about
Shanghai, Yokohama, Kobe and Moji	Canton	A. N. & Co.	11 December
Shanghai	Tjilatjap	J. C. J. L.	Quick despatch
do	Tjibodas	J. C. J. L.	Quick despatch
do	Tjikini	P. M. Co.	Quick despatch
do	Delta	P. & O. Co.	19 Dec., about
do	Koerber	S. W. & Co.	5 January

To Sail

Hongkong—New York.

AMERICAN ASIATIC S.S. CO.
FOR NEW YORK via SUEZ
CANAL.

HONGKONG-NEW YORK
(With liberty to call at the Malabar
Coast)
British S.S. "SWAZI"
on or about 9th January, 1913.
For freight & further information,
apply to—
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 2nd Dec 1912. [587]

Saved by Malformation.

Because his heart is on the right
side, a little boy's life has just
been saved in New York. If his
heart had been normal, the
physicians say, he probably would
have been carried out in a coffin
several days ago. The boy, who
is 11 years old, fell on a picket
fence, and one of the spikes pen-
etrated his breast three inches,
directly over the place where his
heart should have been, but was
not.

To Sail

FOR SHANGHAI, KOBE
AND MOJI.

THE Steamship

"GREGORY APCAR."
Capt. J. E. Drake, will be despatched for
the above ports on TUES-
DAY, the 10th Dec., at Noon.
The steamer has superior accom-
modation for passengers, is installed
throughout with Electric Light and
carries a duly certified doctor.
Return Tickets to Japan (occupying
27 days)
Return tickets are available by the
Indo-China Steam Navigation Co.'s
Steamers. Fare for round trip \$120.
For further particulars, apply to—
DAVID SASSOON & CO., LTD.,
Agents.
Hongkong, 6th Dec, 1912.

FOR SINGAPORE, PENANG,
RANGOON AND CALCUTTA.

(Taking cargo on Through Bills of
Lading to Rangoon, Madras and
Calcutta.)

THE Steamship

"JAPAN."
Captain C. P. Sullivan, will be de-
spatched as above on THURSDAY,
the 12th Dec., at 1 p.m.
For freight or passage, apply to—
DAVID SASSOON & CO. LTD.,
Agents.
Hongkong, 7th Dec 1912.

To Sail

R.M.S. "DUNOTTAR CASTLE"

The above steamer of 5,687 ton,
register and classed 100 A.1. at Lloyd's
having superior first class passenger
accommodation, fitted with wireless
telegraphy, electric fans in all state-
rooms and carrying first class pas-
sengers only, is due at Hongkong on the
18th instant, and will leave for Yokohama
direct the following day. She
will return here on THURSDAY,
January 2nd and sail for Singapore,
Penang, Rangoon, Calcutta, Madras,
Colombo, Bombay, Suva (for Cato),
Port Said, Messina and Marseilles on
MONDAY, January 6th 1913.
A number of vacant first class berths
are available at moderate rates, and
special accommodation can also be book-
ed if required. For further particulars
please apply to—

JARDINE, MATHESON &
CO., LTD.,
Agents.
Hongkong 12th Nov., 1912. [844]

Regular Steamship Service

With Liberty to call at the
Malabar Coast.
PROPOSED SAILING FROM HONGKONG,
FOR NEW YORK.

S.S. "ERROLL" on or about
14th Dec.
FOR BOSTON & NEW YORK.
S.S. "EGREMONT" on or about
19th Dec.
For Freight and further information,
apply to—
DODWELL & CO., LTD.,
Agents.
Hongkong, 16th Dec 1912. [748]

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Hai Phong,	Singap.
Japan,	Gregory Apar.
Foochow,	Malina
Tacoma,	Canada-Mar.
San Francisco,	China
Macao,	Sui Tai
Shanghai,	Choysang
Philippines,	Kaifong
Swatow,	Iehang
Japan,	Prinz Waldemar
Japan,	Pembroke-hire

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel
Shanghai,	Princess Alice
Moji,	Yatsing
Singapore,	Katsang
Singapore,	Sambra
Shanghai,	Nile (P. & O.)

AMERICAN MAIL.

The P. M. s.s. Nile, with the
American Mail left San Francisco for
this port via Honolulu, the usual Japan
ports, Shanghai and Manila on Satur-
day, the 28th ult.

The P. M. M. S. S. Co.'s s.s. China
will be dispatched for San Francisco
via Shanghai, Nagasaki, Kobe, Yokohama
and Honolulu on Tuesday, the
10th inst.

The P.M. str. Mongolia, with the
American mail, left San Francisco for
this port via Honolulu, the Japan ports
and Manila on the 30th November.

The T. K. K. s.s. Shinyo Maru,
left Nagasaki for Kobe, Yokohama,
Honolulu and San Francisco on the 7th
inst.

The T. K. K. s.s. Onyo Maru
arrived at San Francisco from Hong-
kong and usual ports of call on the 2nd
inst. and leaves again for this port on
the 13th inst.

The T. K. K. s.s. Nippon Maru
leaves San Francisco for Hongkong via
usual ports on the 7th inst. and may be
expected here on the 3rd January.

The T. K. K. s.s. Chiyo Maru
left Kobe on the 5th inst. and is due in
Hongkong via Manila on the 14th
inst.

The P.M. s.s. Manchuria, voy. 86,
will be dispatched from this port at 1
p.m. on Tuesday December 17th, for
San Francisco, via Shanghai, Nagasaki,
Kobe, Yokohama and Honolulu.

CANADIAN MAIL.

The C.P.R. str. Empress of India
left Vancouver, B.C., for Hongkong
(via usual ports of call) on the 28th
November, a.m.

GERMAN MAIL.

The I.G.M. str. Kleist, carrying the
German mail with dates from Berlin of
the 18th November, left Singapore on
the 8th inst. at 8 a.m. and may be ex-
pected here on or about at daylight on
the 13th inst.

The I.G.M. str. Prinzess Alice, left
Shanghai on the 7th inst. at 1 p.m.
and may be expected here on or about
10th inst., at 8 a.m.

AUSTRALIAN MAIL.

The B. and A. str. St. Albans, from
Sydney, left Port Darwin on the 2nd
inst. for Timor, Manila and Hongkong.
The N. Y. K. s.s. Yawata Maru
Australian Line, left Sydney for this
port via ports of call on 27th November,
and is expected here on the 16th
December.

MERCHANT STEAMERS.

The s.s. Shimo, sailed from New
York on the 24th inst., for Far East,
via the Straits.
The T. K. K. s.s. Kiyo Maru, left
Manassillo for Hongkong on the 29th
Nov., and is due in Hongkong on the
14th inst.

The P. & O. str. Nile, due here
to-morrow, will leave for Marseilles,
London and Antwerp at 10 a.m. on the
following day.

The P. & O. S. N. Co.'s s.s. Novara,
left Singapore for this port on the 4th
inst. at 7 a.m. and is due here on the
13th inst. at about 2 p.m.

The I. C. S. N. Co.'s s.s. Yatsing,
from Moji, is due at Hongkong on the
10th inst. and leaves Straits and Cal-
cutta on the 18th inst.

The I. C. S. N. Co.'s s.s. Hopang,
from Java, is due at Hongkong on the
11th inst.

The I. C. S. N. Co.'s s.s. Katsang,
from Singapore, is due at Hongkong on
the 10th inst., and leaves for Shanghai
and Japan on the 13th inst.

The I. C. S. N. Co.'s s.s. Kumiang,
from Calcutta, is due at Hongkong on
the 17th inst. and leaves for Japan on
the 19th inst.

The Shire Line s.s. Pembrokehire,
from London, is due at Hongkong on
the 13th inst. She passed Canal on
the 16th ult.

The India Line s.s. Indramayo, from
New York, is due at Hongkong on the
23rd inst. She passed Canal on the
26th ult.

The B. I. S. N. Co.'s s.s. Upada,
from Rangoon, is due at Hongkong on
the 14th inst., and leaves for Japan on
the 17th inst.

The str. Lovat, left Singapore on the
6th inst., a.m., and is therefore due
here on or about 12th inst.

The str. Kansas, passed the Suez
Canal on the 3rd December, and is due
here on or about 3rd January.

The Swedish East Asiatic Co.'s s.s.
Cantara, left Singapore on the 4th inst.,
and is expected to arrive here on the
11th inst.

The H. A. L. str. Sambra left Singa-
pore on the 4th December, a.m., and
may be expected here on or about the
10th December, a.m.

The Mogul Line s.s. Lovat sailed
from the United Kingdom on the 26th
October for the Far East via the
Straits.

VESSELS IN PORT.

STEAMERS.

Canada Maru, Jap. s.s., 3,750, K.
Hori, 4th Dec.—Tacoma
and Shanghai 1st Dec., Gen.
—O. S. K.
Cheongching, Br. s.s., 1,391, Liddell,
7th Dec.—Canton 6th Dec.,
Gen.—J. M. & Co.
China, Am. s.s., 3,186, R. Allison,
25th Nov.—San Francisco
7th Nov., Mail and Gen.—
P. M. S. Co.
Chiyo-n, (Hl. s.s.), 1,177, Jameson,
7th Dec.—Canton 6th Dec.,
Gen.—O. M. S. N. Co.
Derwent, Br. s.s., 1,654, J. Jenkin,
25th Nov.—Samarang 10th
Nov.—Sugar—Man Fat.
Kaifong, Br. s.s., 1,035, J. V. Sidford,
6th Dec.—Manila 3rd Dec.,
Gen.—B. & S.
Gregory Apar, Br. s.s., 2,961, J. E.
Drake 6th Dec.—Calcutta
18th Nov., Gen.—D. S.
& Co.
Indo Maru, Jap. s.s., 3,111, K. Ka-
miya, 6th Dec.—Daly, 1st
Dec., Dec., Coal—O. S. K.
Japan, Br. s.s., 2,795, C. P. Seddon,
4th Dec.—Moji 29th Nov.,
Coal and Gen.—D. S. & Co.
Kashang, Br. s.s., 1,145, Rees Lewis,
6th Dec.—Canton 6th Dec.,
Rice—B. & S.
Kumchow, Br. s.s., 1,450, Martin,
4th Dec.—Saigon 26th Nov.,
Gen.—Man Fat & Co.
Laertes, Br. s.s., 1,320, Wawa, 5th
Dec.—Saigon 22nd Nov.,
Gen.—Wo Fat Sing.
Liangchow, Br. s.s., 1,315, H. Harder,
6th Dec.—Canton 6th Dec.,
Gen.—P. & S.
Lord Curzon, Br. s.s., 2,337, P. G.
Henrickson, 2nd Dec.—Moji
26th Nov., Flour, etc.—Or-
der.
Lord Derby, Br. s.s., 2,401, H. Fellows,
6th Dec.—Saigon 26th Nov.,
2nd Dec., Gen.—B. L.
Manchuria, Am. s.s., 3,750, A. Dixon,
7th Dec.—San Francisco 8th
Nov., Mail and Gen.—B. M.
S. S. Co.
Monteagle, Br. s.s., 3,952, F. L.
Davison, 3rd Dec.—Van-
cover 7th Nov.—Flour and
Gen.—C. P. R. Co.
Nations, Br. s.s., 3,497, J. A. Mosses,
7th Dec.—Singapore 26th
Nov., Bulk oil—A. P. & Co.
On San, Br. s.s., 1,787, Garis, 6th
Dec.—Canton 6th Dec.,
Gen.—J. M. & Co.
Pilsanok, Ger. s.s., 1,387, D. Bei-
mers, 6th Dec.—Bangkok
25th Nov., Rice—B. & S.
Sabine, Riksmar, Dutch s.s., 578,
De Vries, 7th Dec.—Swatow
6th Dec., Bulk Oil—A. P. &
Co.
Too Sei, Br. s.s., 981, N. P. Markur-
son, 6th Dec.—Tientsin 2nd
Dec., Camphor—M. P. K.
Un's, Br. s.s., 379, O. P. Arnold,

YOTEL LISTS

HOTEL LISTS	
Adair, Mr. and Mrs. Hobbs, W. N.	
Adams, Mr. and Mrs. Hodgkinson, Mrs. W. P.	
Adams, Mr. and Mrs. Holgate, H. Mrs. J. W.	
Adams, Miss F. A. G. W.	
Albarran, O. de J. Hope, Dr. S.	
Alexander, Jr., D. Hough, Dr. S.	
O. Jones, Capt. R.	
Alby, Com. and Jensen, A. J.	
Mrs. A. O. Jundh, Mrs. A. N.	
Anderson, R. N. Jr. E.	
Atwater, Mr. and Jones, Mrs. O.	
Mrs. W. B. Joseph, S. L.	
Baker, Mrs. M. J. Kadouris, Mr. and Mrs. F. R.	
Baker, Miss F. R. Kessler, E.	
Bathurst, A. T. Kessler, E.	
Baring, M. Kessler, E.	
Barker, Mr. and Kozminsky, A. Mrs. P.	
Kulka, F.	
Barker, H. W. Kossick, Mr. and Mrs. V.	
Barker, The Misses Mrs. V.	
Bike, E. B. Lack, G. M.	
Beach, B. Landahl, Mrs.	
Beaumont, G. A. Law, Mr. and Mrs. H. D.	
Belmont, Mrs. E. R. H. D.	
Bela, G. A. Lehmann, R. F.	
Bernard, J. Lehner, G. F.	
Bevins, Capt. C. R. Lloyd, G. T.	
Blanch, Mr. and Lowrie, S.	
Mrs. N. F. MacGregor, N. C.	
Bull, Mrs. C. R. Mackenzie, A. D.	
Brewer, Mrs. J. H. MacLennan, D. G.	
Brewer, Miss T. C. MacIntyre, Mr. & Mrs. Neil	
Brookbank, T. G. MacIntyre, Mr. & Mrs. Neil	
Brookbank, Mrs. MacIntyre, Mr. & Mrs. Neil	
and maid	
Beach, O. MacIntyre, Mr. & Mrs. Neil	
Don, K. MacIntyre, Mr. & Mrs. Neil	
Dunkley, E. MacIntyre, Mr. & Mrs. Neil	
Burt, W. H. T. & child	
Carson, P. Mazon, Mrs. C.	
Chapman, G. A. C.	
Chesley, Mrs. Melcher, J.	
Chesley, The Marshall, W. L.	
Misses	
Christie, R. N. Mahta, K. B.	
Clarkson, A. A. McKenny, Dr. C.	
Cokely, T. J. W. & Mrs.	
Collins, Mrs. B. V. M. & D. M.	
Collins, Mrs. B. V. M. & D. M.	
Cooper, Miss C. M. & Mrs. E. V.	
Cooper, Mrs. W. F. and child	
Crocker, Miss	
Crocker, Mrs. L. H. Moorman, W. E.	
Curry, G. P. Mulder, Mr. and Mrs. D. F.	
Davis, C. H. Mulder, Mr. and Mrs. D. F.	
Deane, A. F. Munro, Mr. and Mrs. E. B.	
Dickson, Mr. and Mrs. E. B.	
Mrs. T. Munro, Mr. and Mrs. E. B.	
D'Osting, V. Notcombe, Capt.	
Donglas, Mrs. R. H. and Mrs. F. D.	
Drum, W. C. Rhodes, Mr. and Mrs. H.	
Eaman, Miss M. A. M. H.	
Eaman, Miss M. A. M. H.	
Edwards, A. H. Ray, E. H.	
Ehrhardt, Mr. and Reich, Chas.	
Mrs. H. O. Rhet, A. H.	
Fairley, Mr. and Robinson, Capt. I. Ross, R. W.	
Finlayson, Mrs. C. Bohme, W.	
Flager, E. G. Schradach, E.	
Forrest, R. L. Shickla	
Fowler, E. A. Sibley, J. O.	
Frank Hodell, M. Slater, L. Roy	
and Mrs. Solomon, H. H.	
French, Mrs. & child Spence, Mrs. W.	
Fugua, Mrs. J. S. A. C.	
Fugua, Mrs. J. S. B. Spillies, Mr. and Mrs. James	
Fugua, Mrs. F. W. Squares, Miss	
Fulmer, Dennis Strand, J. X.	
Gauthier, Madam Sutherland, P. D.	
George, Mr. & Mrs. F. J.	
George, Miss Williams, Master	
Glus, A. O. Williams, K. P.	
Goodrich, C. L. Vollbrecht, E.	
Gordon, A. G. Vollbrecht, Mrs. E.	
Gould, V. Watkins, H.	
Gould, Mr. & Mrs. J. Webb, Mr. & Mrs. B.	
Gourgey, L.	
Gratana, D. M. G. Weber, W.	
Grimshaw, B. J. Weiss, H.	
Groman, Dr. and Welch, T. C.	
Mrs. A. Whamond, D. M.	
Haight, Mr. and White, Mr. & Mrs. E. H.	
Hall, Capt. T. C. Williams, Mr. & Mrs. H. S.	
Harbord, W. T. Mrs. H. S.	
Hartley, Mrs. H. & Winkler, Mr. and child	
Harrison, A. Wood, G. G.	
Hartman, A. E. Wright, Mr. and Mrs. J. F.	
Hart, A. Mrs. J. F.	
Holzman, Mr. and Young, J. A.	
Mrs. H. F.	

MARKET PRICES.

Hongkong, December 8, 1912.

BUTCHER MEAT.	
Beef Sirloin & Prime Cut, — Mei Lung [Pa]	lb. 20
" Corned, — Ham Ngau Yuk, ..	20
" Roast, — Shiu " " " "	20
" Breast, — Nagu Lam " " " "	16
" Soup, — Tong Yuk " " " "	15
" Steak, — Ngau Yuk Pa " " " "	20
" do. — Sirloin Coton — Ngau Lau " " " "	30
" Sausages, — Ngau Ching " " " "	24
Bullock's Brains, — Know " " " "	per set 9
" Tongue fresh, — Ngau Li " " " "	each 45
" " corned, — Ham Ngau Li " " " "	80
" Head, — Ngau Tan " " " "	80
" Heart, — Ngau Sum " " " "	12
" Hump, Salt, — Ngau Kin " " " "	18
" Feet, — Ngau Kaak " " " "	9
" Kidneys, — Ngau Yi " " " "	18
" Tail, — Ngau Mei " " " "	12
" Liver, — Ngau Kou " " " "	lb. 12
" Tripe (undressed), — Ngau To " " " "	6
Calve Head & Feet, — Ngau-chai-tau-kark	set \$1
Mutton Chop, — Young Pei Kwat " " " "	lb. 22
" Leg, — Young Pei " " " "	22
" Shoulder, — Young Shau " " " "	20
Pigs Chittlings, — Chu Chong " " " "	22
" Brains, — Chu Know " " " "	per set 24
" Feet, — Chu Kark " " " "	lb. 12
" Fry, — Chu Chak " " " "	25
" Head, — Chu Tau " " " "	15
" Heart, — Chu Sum " " " "	each 13
" Kidneys, — Chu Yiu " " " "	9
" Liver, — Chu Con " " " "	lb. 30
Pork Chop, — Chu Pai Kwat " " " "	20
" Corned, — Ham Chu Yuk " " " "	24
" Leg, — Chu Pa " " " "	15
" Fat or Lard, — Chu Yau " " " "	set 50
Sheep Head and Feet, — le [Tau Kark]	set 50
" Heart, — Young Sum " " " "	each 6
" Kidneys, — Young Yiu " " " "	9
" Liver, — Young Con " " " "	lb. 24
Smoking Pigs, To Order — Chu Cha " " " "	22
Suet, Beef — Sang Ngau Yau " " " "	20
" Mutton, — Sang Young Yau " " " "	22
" Veal, — Ngau Chai Yuk " " " "	20
" Sausages, — Ngau Chai Ching " " " "	20

POULTRY.	
Chicken, — Kai Chai " " " "	lb. 28
Capon, Large, Small, — Sin Kai " " " "	28
Ducks, — Ap " " " "	24
Doves, — Fan Kau " " " "	each 18
Eggs, Hen — Kai Tan " " " "	per doz 24
Fowls, Canton, — Kai " " " "	lb. 30
" Hainan, — Hoi Nam Kai " " " "	28
Geese, — Ngai " " " "	25
Geese, Wild, — Shang-ho Yea Ngai " " " "	each —
Mus Deer, — Wong Keng " " " "	each —
Hare, Shanghai, — Tu Chai " " " "	65
Partridge, — Ohe Khoo " " " "	60
Pheasant, — Shaa Kai " " " "	pair \$ 1.50
Pigeons, Canton, — Pak Kap " " " "	each 30
" Hoihow, — Hoi How Pak Kap, " " " "	24
Quail, — Um-Chun " " " "	15
Rice Birds, — Wo Fa Cheul " " " "	dozen —
Snipe, — Sa Choy " " " "	each 25
Turkeys, Cook, — Phor Kai Kung " " " "	lb. 55
" Hen, — Na " " " "	45
Wild Ducks, S'hai — Shang hoi Sui Ap " " " "	\$1.40
Teal, — Sui Ap Chai, " " " "	45
Wild Ducks Canton — Sang-Shing Sui Ap " " " "	90

FISH.	
Barbel, — Ka Yu " " " "	lb. 8
Bream, — Bin Yu " " " "	15
Canton Fresh Water Fish, — Hoi Sin Yu " " " "	15
Carp, — Li Yu " " " "	20
Catfish, — Chik Yu " " " "	18
Codfish, — Mun Yu " " " "	17
Crabs, — Hai " " " "	20
Cuttle Fish, — Muk Yu " " " "	15
Dab, — Sa Mang Yu " " " "	15
Dace, — Wong Mei Lan " " " "	8
Dog Fish, — Tit Tu Sa " " " "	8
Eels, Congor, — Hoi Mann " " " "	15
" Fresh water, — Tain Sin Yu " " " "	15
Eels, Yellow, — Wong Sin " " " "	24
Frogs, — Tien Kai " " " "	32
Garoupa, — Sek Pan " " " "	56
Gudgeon, — Pak Kap Yu " " " "	12
Herrings, — Tso Pak " " " "	18
Halibut, — Chong Kwan Kup " " " "	28
Largus, — Wong Fa Yu " " " "	15
Loach, — Wu Yu " " " "	25
Lobsters, — Lung Ha " " " "	28
Mackerel, — Chi Yu " " " "	24
Monk Fish, — Mong Yu " " " "	28
Mullet, — Chai Yu " " " "	28
Oysters, — Sang Hoo " " " "	20
Parrotfish, — Kai Kung Yu " " " "	15
Perch, — Tan Loo " " " "	15
Pike, — Pa Paw Pong " " " "	8
Plaice, — Pan Yu " " " "	18
Pomfret, Black, — Hak Chong " " " "	20
Pomfret, White, — Pak Chong " " " "	32
Prawn, — Ming Ha " " " "	48
Ray, — Pa Fa Se " " " "	8
Shark, — Ma Yan Y " " " "	36
Shark, — Sa Yu " " " "	8
Skate, — Po Yu " " " "	9
Shrimps, — Ha " " " "	20
Snapper, — Lap Yu " " " "	24
Soles, — Tat Sa Yu " " " "	10
Tench, — Wan Yu " " " "	18
Turbot, — Oho How Yu " " " "	20
Turtles, small, fresh water, — Kork Yu " " " "	56
White Bait, — Ngau Yu Chai " " " "	—

FRUITS.	
Almonds, — Hung Yau " " " "	lb. 25
Apples (California) — Kam San Ping Kho (Chefoo) — Tin Chun Ping Kho " " " "	20
" Small, — Hoi Tong " " " "	—
" Onstard, — Fan Lai Chi " " " "	each —
Bananas, fragrant, Canton, — San Shing Heung Chiu (brides), Macao, — San Heung Chiu " " " "	lb. 3
Chestnuts, Chinese, — Fong Lut " " " "	12
Carambola, — Young Tue " " " "	6
Cocconuts, — Yeh Tso " " " "	each 12
Lemons, China, — Ning Moong " " " "	lb. 8
" America, — Kum San Ning Moon " " " "	8
Lichees, Dried, — Lai Chi, small Stone " " " "	30
" Fresh " " " "	12
Limes, (Saigon) — Sai Kung Ning Moong " " " "	each —
Mango, Manila, — Lai Sung Mong " " " "	—
Mangosteens, — San Chuk Tso " " " "	doz —
Oranges, (Canton) — San-shing Tim Ching " " " "	lb. 5
" Sweet " " " "	6
Pears, (American), — Kam San Shoot Lay (Canton), Cooking, — Sa Lay " " " "	15
Peanuts, — Fa Sang " " " "	10
Persimmons Large, — Hung Chie " " " "	8
Pine-apples, 1st quality, — Poon Ti Paw Law each " " " "	10
" 2nd " " " "	8
Plantain, — Tai Chou " " " "	lb. —
Plums, Swatow, Hung Lai " " " "	—
Pumelo, Siam, — Ohim Lo Yau " " " "	each 12
" Shanghai, — Lo Kwat " " " "	—
Walnuts, — Hop Tuo " " " "	lb. 14
" Green, — Sang Hop Tuo " " " "	—
Water Melon, — (Am.) Kom San Sai Kwa (China) Sai Kwa " " " "	each 15
Grapes, — Sang Po Tai Tse " " " "	lb. 25

VEGETABLES, &c.	
Artichokes, Shanghai, — Sheung-hoi Ah Chi " " " "	lb. 8
Beans, (French), Macao, — Oh Moon Pin Tan (French) Shanghai, — Sheung Hai Pin " " " "	13
" Tau " " " "	10
" Sprout, — Ah Cho " " " "	6
" Long, — Tau Ko " " " "	—
Beet Root, — Hung Chai Tau " " " "	each 5
Brinjals, Green, — Ching Yuan " " " "	8
" Red, — Hung Ker " " " "	6
Cabbage, Chinese, com, — Kai Choy " " " "	10
Cabbage Red, — Hung Yea Choy " " " "	—
Cabbage, Shanghai, — Yeh Chai " " " "	—
Cane Shoots, bunch, — Kau Shun " " " "	lb. 10
Caruliflower, Large size, — Tai Yeh Cho Fa " " " "	each 15
" Medium size, — Cheung Yoh Cho Fa " " " "	12
" Small size, — Sai Yen Yoh Fa " " " "	10
Carrots, — Kam Sham " " " "	lb. 6
Celery, Chinese, — Tong Kan Chai " " " "	8
" English, — Young Kan Chai " " " "	5
Chillies Dried, — Gon Lat Chai " " " "	25
" Red, — Hung Far Chai " " " "	15
" Green, — Ching Lat Chai " " " "	10
Curry Stuff, English, — Kar Lee Chai " " " "	10
Cucumbers, — Ching Kwa " " " "	2
Bitter Squash, — Fu Kwa " " " "	6
Garlic, — Que Tau " " " "	8
Ginger, young, — Sun Tso Keung " " " "	5
" old, — Lo Keung " " " "	8
Horse Radish, Shanghai, — Lik Kan " " " "	12
Indian Corn, — Suk Mai " " " "	each 5
Lettuce, — Young Sang Chai " " " "	1
Water Chestnuts, — Ma Tai " " " "	lb. 5
" Mandarin, — Kwai Lam Ma Tai " " " "	6
Mushrooms, Fresh, — Sang Chai Koo " " " "	—
Musk Melon, Amer. — Kam-san Hong Kwa " " " "	each —
Okroes, — " " " "	lb. 15
Onions Bombay, — Young Chong Tau " " " "	8
" Green, — Sang Chong " " " "	6
" Shanghai, — Shang-hoi Chong Tau " " " "	6
Papaw, 1st qual, — Tai Man Sau Kwa " " " "	each 10
" 2nd " " " "	—
Parley, — Kun Cho " " " "	8
Green Peas, — Ching Tan " " " "	lb. —
Potatoes, Sweet, — Fan Shu " " " "	3
" Shanghai, — Shang-hoi Shu Tse " " " "	3
" Japan, — Yut Poon Shu Tse " " " "	—
" American, — Fo Ki Shu Tse " " " "	8
" Foochow, — Foo-chow Shu Tse " " " "	—
Pumpkin, — Tong Kwa " " " "	3
Radish, — Hung Lo Pak Tai " " " "	5
Rhubarb (Fresh), — Tai Wong " " " "	—
Sage, — Tso So " " " "	—
Shallots, — Gon Chung Tau " " " "	8
Spinach, — Yin Chai " " " "	5
Tomatoes, — Fan Ker " " " "	6
" Wu Tai " " " "	5
" Punt, (Long), — Lo Pak " " " "	4
" English, — Young Lo Pak " " " "	—
Vegetable Marrow, — Chit Kwa " " " "	3
" (American), — Kam-san Chit Kwa " " " "	—
Water Cress, — Sai Young Cho " " " "	15
" Lily root, — Lin Ngau " " " "	5
Yams, — Tai Shu " " " "	6

Consignment
AMERICAN AND ORIENTAL
LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"POLERIO"
Captain Dye, having arrived, consignees of cargo are hereby informed that their goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
No Claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.
All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 10th inst., at 9.30 A.M.
No claims will be recognised after ten days of steamer's arrival.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by THE BANK LINE, LTD.
Hongkong, 4th Dec., 1912.
"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "BENLOUCH."
From ANTWERP, LEITH, LONDON AND STRAITS.
CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th Dec. will be subject to rent.
All claims against the Steamer must be presented to the Underwriter on or before the 19th Dec., or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th Dec., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.
Agents.
Hongkong, 5th Dec., 1912.
PACIFIC MAIL STEAMSHIP COMPANY.
S.S. "MANCHURIA."
FROM SAN FRANCISCO, JAPAN PORTS AND SHANGHAI
The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their Bills of Lading for counter-signment and take immediate delivery of cargo from alongside Cargo impeding discharge will be landed immediately at consignees' risk and expense.
Cargo remaining on board after TUESDAY Dec. 10th, 1912, at noon will be landed at consignees' risk and expense.
Cargo remaining undelivered SATURDAY Dec. 14th, 1912 at noon will be subject to landing and storage charges.
No fire insurance whatever will be effected.
All chafed and otherwise damaged cargo will be examined at the above Company's Godown THURSDAY Dec. 12th, 1912 at 10 A.M.
No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at time of delivery to consignees and sign for on behalf of the Pacific Mail S.S. Co.
All claims must be filed on or before Jan. 7th 1913, otherwise they will not be recognised.
FRED J. HALTON, Agent.
Hongkong, 5th Dec., 1912.
"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.
FROM EUROPE
THE Steamship
"MONMOUTHSHIRE,"
having arrived from the above ports, Consignees of cargo by her, are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.
Goods not cleared by the 11th Dec., at 6 P.M. will be subject to rent.
All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on TUESDAY 10th inst., at 9.30 A.M. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD.
Agents.
Hongkong, 5th Dec., 1912.

Consignment
NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM EUROPE, COLOMBO AND STRAITS.
THE Steamship
"AKI MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before Noon, to-day.
Goods not cleared by the 12th Dec., will be subject to rent.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
NIPPON YUSEN KAISHA, Agents.
Hongkong 5th Dec., 1912.
COMMERCIAL
Singapore Share Market.
Messrs Fraser and Co., in their weekly circular (Nov 23) state:—
The market continues dull and listless. Dollar shares have maintained their position and any business passing has been confined mainly to this section, whilst quotations from London show sterling rubbers fractionally easier. The mining section continues in rather better demand and industrial have received support at about last advices, with the exception of Cold Storage which have dropped considerably on the public announcement that two of the directors had retired from the board.
Rubber.—Heavwoods keep steady at 4s. Rubber Trusts were done at 10s 6d, premium, Permas, 20s 6d, Kawie Javas 16s 10d, Pegohs 44s. There are buyers of Alor Gajahs at \$2.70, and Tapahs have improved from \$12.50 to \$13. Balgownie have been done at \$8, and are still wanted at this price. Punggora maintain 75 cents and Kempas \$8.45. Pantais had dealings at \$1.20 with buyers over, Glenaleis after business at \$1.25 close buyers 10 cents higher. New Serendahs keep steady at \$2.50, Kelemaks \$3.10, Bukit Jelotong 55 cents, United Malacca \$1 and Malaka Pindas \$1.50.
Mining.—Kinta Associations were bought at \$14.75 with no sellers now under \$15. Sungai Gaus close buyers at \$11. Rubs fell back slightly with business doing at \$3.80. Pengkalena changed hands at \$4.25, Menglembu Lodes \$12.50 and Belats \$2.55. Kinta Tins are wanted at 35s.
General.—Straits Traders were again done at \$50 and Eastern Smelters 18s. 8d. Municipal 5 per cent. Debentures were picked up at 10 per cent premium. Cold Storage after transactions at \$24 fell away to \$20 buyers.
Singapore Produce, November 28, 1912.
Gambier " " " " \$8.00
do (Cuba No. 1) unpicked 13.7
Copa Sundried " " " " 11.7
do Mixed " " " " 10.80
Pepper, Black " " " " 20.00
do White 5 percent " " " " 34.00
Sago Flour Sarawak " " " " 4.00
do Brunai No. 1 " " " " nom.
Pearl Sago " " " " 5.50
Coffee Bali " " " " 34.00
Coffee Palembang 10 per cent, basis " " " " 33.00
Tapioca, small flaks " " " " 7.70
do small pearl " " " " 7.15
do med. pearl " " " " 113.80
Tin " " " " 3.400
Opium, China " " " " 1.100
Rice, Rangoon White " " " " 220
do, Siam No. 1 " " " " 320
do No. 2 " " " " 290
Petroleum
Devos's Imp. Brilliant Oil (2 tins) " " " " 3.42
Sylvan Arrow Oil (2 tins) " " " " 3.11
Fish Brand 2 tins in case at 3.15
Oil " 2 tins " " 3.15
Lamp Glass 2 tins in case at 3.15
(superfine) 2 tins " " 3.05
Langkat's " 2 tins in case at 3.05
Dragon " 2 tins " " 2.95
Bulk Oil per drum of 4 galls " " " " 2.55
Cress Oil " (2 tins) at 2.75
Turpene per tin 4 1/2 ounces 2.50

